

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,
ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXX., No. 39.]

SATURDAY, SEPTEMBER 26, 1874.

[WHOLE No. 2,005, VOL. XLVII.

Mr. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York, Saturday, September 26, 1874.

THE

NEW-JERSEY AND NEW-YORK RAILWAY COMPANY

Offer for sale through their Financial Agents,

Messrs. Knoblauch & Lichtenstein,

37 BROAD ST., NEW-YORK,

\$500,000 OF THEIR

FIRST MORTGAGE 7 PER CENT. GOLD
BONDS.

Coupon Bonds of \$1,000 (£200) each.

Interest March 1 and Sept. 1,

PAYABLE IN NEW-YORK OR LONDON,

At the option of the Holders.

Principal due 1893, at 87 1-2 and accr. inter.

Particulars, Maps, and Pamphlets at above Agency.

A patent for Processes for Preserving Wood has been issued to R. W. Archer, Corpus Christi, Texas. This mode of preserving wood, consists in first charring the wood in the usual manner, and then filling the crevices with sand, and then coating the whole with coal-tar.

Penobscot Bay and River Railroad.

A contract was concluded at Belfast, Me., on the 10th inst., between J. H. Leadly & Co., of New York, and President Hickborn of the Penobscot Bay and River Railroad Company, for the construction of the road from Rockland to Bangor, a distance of about 58 miles, for \$35,000 per mile—the whole to be completed on or before July 4, 1876. It is proposed to commence work on the road this fall, and finish it in one year. At Bangor, the road will connect with the European and North American and Maine Central Railroads, at Belfast with the Belfast and Moosehead Lake Railroad, and at Rockland with the Knox and Lincoln Railroad. The route of the road lies along the west bank of the Penobscot, and when finished will supply by its connections a continuous line from Bangor to Portland.

Chesapeake and Ohio Railroad Company.

As so large a majority of the Bondholders and Creditors have accepted the Company's proposition, it is very important for all interests that the balance should do so without further delay; this will enable the Company to proceed at once with their arrangements for increasing their equipment, extending their line to deep sea water, and gaining a rail connection with Cincinnati and Louisville. Our circulars of Aug. 1st and Sept. 10th can be had on application, giving every particular of the plans and affairs of the Company.

Bondholders can leave their coupons with us, and we will attend to all the details of funding them without charge.

FISK & HATCH,
No. 5 Nassau St.

The Philadelphia Ledger reports the total anthracite coal tonnage for the week ending September 12, at 449,955 tons, and for the coal year 12,594,612 tons, against 13,705,047 tons to corresponding time last year, being a decrease of 1,110,435 tons. The bituminous tonnage for the week is 61,665 tons, and for the year 2,298,688 tons, against 2,218,373 tons to same time last year,

giving a total of all kinds for the week of 511,620 tons, and for the year of 14,892,300 tons, against 15,923,420 tons to same time last year, being a decrease of 1,031,120 tons.

Grand Trunk Railway.

A letter to the Boston Journal dated Portland, Me., September 21, 1874, says:

The work of changing the gauge from broad to narrow on the Grand Trunk Railway, between Montreal and Portland, will begin next Saturday at 2 A. M. The squads will be divided into twelve men each, and each squad be given five miles, beginning at the centre of each section and working each way. In the yard here there will be fifty men. The work will be completed by Monday, and it will mark an era in railroad affairs in Maine unsurpassed in importance by any in its railroad annals. The close alliance between the Grand Trunk and the Boston and Maine will give the latter road an immense freight business. The cars of the Grand Trunk Railroad for the first time in its history will be seen in Boston, and its merchants will find that "the new departure" will be of as great benefit to them, as to those of this city. There will be fewer blockades of Grand Trunk Railroad freight here, for instead of the awkward and expensive method of transshipment and handling as now, through freight will at once be sent on its way over the other roads, westerly of this city. The foreign steamship lines, Allan and Dominion, will find their freight more certain and the delays and bothers less than before.

The Grand Trunk Railway have had made several new cars and engines besides the changing over of their old broad gauge ones. Several of the narrow gauge cars are on their way from Montreal via the Vermont Central and Boston and Maine roads to be ready for business. No trains will pass over the Grand Trunk between Friday the 25th, and Monday the 28th, during the changing of the gauge.

Five of the new Burnside narrow gauge engines for the Grand Trunk arrived here on Friday last from Providence. They are very powerful engines and have six driving wheels each, and are to be used on the heavy grades between Island Pond and Sherbrooke.

The new freight house, the extensive wharf and the improvements of the general property of the Grand Trunk in this city are rapidly approaching completion, and no road in the country will be better conditioned than the Grand Trunk.

The completion of the Baltimore Short Line Railroad between Warren station, Athens county, Ohio, and Parkersburg, shortens the line between Cincinnati and Parkersburg fourteen

miles, and is a vast improvement to the Marietta and Cincinnati Railroad.

Maine Central Railroad.

The earnings of the Maine Central Railroad and Branches for the years ending December 31, 1872 and 1873, were as follows:

	1872.	1873.
From passengers.....	\$877,408 72	\$916,405 22
" freight.....	947,805 19	1,010,615 11
" U. S. mail.....	33,911 94	33,911 58
" express.....	33,158 71	37,288 00
" cars service....	34,776 43	65,303 65
" extra baggage....	1,746 53	1 836 46
	\$1,928,807 52	\$2,065,360 01
Expenses, viz:		
Fuel consumed.....	\$227,489 59	\$176,287 53
Repairs of tools in shops.....	2,643 23	2,390 70
Maintenance of way..	465,449 16	467,296 37
Train expenses.....	386,001 61	410,261 16
Station expenses....	176,739 19	191,002 62
Office establishment..	43,861 41	35,396 51
General expenses....	26,798 29	35,405 27
Add for discrepancy in the accounts of mechanical depart. for 1871, '72 and '73		12,465 28
	\$1,328,982 48	\$1,330,501 44
Earnings less expenses	\$599,825 04	\$734,858 57
Add rents & wharfage	7,375 52	2,417 77
Dividend D. and N. R. stock.....	296 25	300 00
Net earnings....	\$607,496 81	\$737,576 34
Deduct interest on loans, dividends on stocks, rent of Dexter and Newport & Belfast and Moosehead Lake Railroads, etc.....	561,620 33	603,388 04
Leaving a surplus of	\$45,876 48	\$134,188 30
Add balance from report of 1872...	669,819 22	
Received from sale of bonds.....	124,800 00	
Notes payable.....	60,824 84	
Due sundry persons	850 19	
Unpaid dividends and coupons.....	18,264 04	
	\$1,008,746 59	
Paid on improvement account	\$130,157 56	
Paid discount and commissions on bonds sold	3,742 50	
Paid for engines and cars	341,899 04	
Paid bonded debt.....	34,826 38	
	510,625 48	
Balance, December 31, 1873...	\$498,121 11	
This balance is composed of the following assets:		
Cash on hand.....	\$9,986 83	
Stock for repairs on hand	79,604 13	
Wood and coal on hand.....	120,829 42	
Real estate	52,021 71	
Bangor Pier Co.....	51,606 78	
European and North American Railway Loan	20,000 00	
European and North American Railway bond	1,000 00	
Dexter and Newport Railroad stock..	5,000 00	
Ticonic Water Power Co. stock.....	5,000 00	
Due from other Railroad Companies.	56,046 85	
" Post Office department....	4,061 27	
" station agents.....	7,451 67	
Notes receivable	6,418 14	
Waterville Bridge.....	29,094 31	
Total, as above.....	\$498,121 11	
From a comparison with the Report of last year, it will be seen there is an increase in gross		

receipts of \$131,598 49, while the working expenses have been but slightly increased. From the earnings of the road, apart from the working expenses, the whole amount of interest on the bonded and floating debt, the dividends on Portland and Kennebec Railroad and Yarmouth Stock, Maine Central and Androscoggin Railroad Scrip, and rents of leased roads, have been paid, leaving a surplus of \$134,188 30. And while large expenditures have been made for other purposes, such as \$342,000 for locomotives and cars, \$80,000 for Benton line of road, \$29,000 for foundation and approaches of Waterville bridge, filling Portland and Belfast wharves, balance of Maine Central Extension Line—amounting in all to about \$460,000—have all been paid, there has been an increase only of \$150,798 46 the past year, to the total liabilities of this corporation. The President in his report says:

The total earnings for 1872 were \$1,936,479 29; total earnings for 1873, \$2,065,077 78; showing an increase of \$131,598 49. The operating expenses for 1872 were \$1,328,982 48; net earnings for 1872, \$607,496 81. The operating expenses for 1873 were \$1,330,501 44, net earnings for 1873, \$737,576 34, showing an increase of net earnings for 1873 of \$130,738 44. Our receipts from passengers were \$916,405 22; from freight, \$1,010,615 11; from all other sources, \$141,057 45. The number of passengers transported has been 719,760, an increase of 47,545 over the year 1872. Average distance traveled by each passenger, 384 miles; average price per mile for passengers 34 cents. The number of tons of freight carried has been 401,904; increase over 1872, 42,617 tons; average miles per ton of freight, 57.6; average price per ton per mile, 4.37 cents. The number of miles run by engines connected with passenger trains has been 580,593; with freight trains, 428,115; for wood, construction and miscellaneous work, 270,508 miles. The trains have been run with great promptness and care, so that no important accident has occurred during the year. This is valuable testimony in favor of the employees of the road, showing that they have carefully and judiciously discharged the responsible duties of their positions.

Besides keeping our rolling stock in good repair, we have added to it the past year 6 new locomotives, at a cost of \$75,000; 6 passenger cars, 5 baggage and mail cars, 1 postal car, 200 merchandise, 115 platform, 4 conductors' saloon cars and 6 snow plows, 4 of which are to take the place of those destroyed last winter.

The following items of interest in expenditures to improve and keep the road in prime condition, are taken from the report of the Chief Engineer, Mr. Holt.

"We have built eleven new bridges, amounting in the aggregate to 1,232 feet in length, and costing \$22,449 44, and repaired fifty-eight other bridges and culverts, at a cost of \$24,950 42, making the whole expense on bridges and culverts during the year \$47,400 36. We have built a new freight house at Pittsfield at a cost of \$2,208 90; 5 new water stations, as follows: Brunswick, Vassalboro, Leeds Junction, North Jay, and one on the Skowhegan Branch, at a cost of \$7,545 76. Three new turn tables, as follows: Bath, Skowhegan and Dexter, at a cost of \$3,658 37. We have expended for the repairs of passenger stations, freight houses, water stations, turn tables and other buildings, the amount of \$33,760 14, making the total expenditure on buildings during the year, \$47,173 17. We have laid 31.06 miles of new rails, at a cost of \$113,901 27, and 20.4 miles of rails have been repaired at the company's shops and relaid, at a cost of \$11,571 91. 69,865 new sleepers have been put in the track, at a cost of \$26,904 75. We have ballasted 67.3 miles of track at a cost of \$21,949 41; have changed one mile of road bed at Vassalboro' and Skowhegan, and have laid three miles of new side track. The

total cost for the repairs of track for the past year has been \$395,753 20. 36.6 miles of new fence have been built, at a cost of \$13,804 35. On account of the extraordinary severity of last winter the amount \$9,417 59 has been expended for the removal of snow and ice. Other expenditures have amounted to \$6,881 36.

There has been expended for permanent improvements the sum of \$134,333 53, on the following structures: New Benton line, 4 miles in length; new bridge between Waterville and Kendall's Mills; new wharves at Portland and Belfast; two new stone arches in place of wooden structures, and for change of grade at Etna Ledge."

We have encountered serious misfortunes by storm and fire during the year, which we trust will not be of annual occurrence. The winter of 1873 was one of the severest for many years. The unusual quantity of snow packed heavily upon our track, by continued high winds, taxed our locomotives to their utmost capacity, disabling twenty-one of their number, several of which were badly damaged. Through the efficiency of our mechanical department, all have been thoroughly repaired and improved, so that nearly every engine of the company is in good condition.

The loss of the bridge at Kendall's Mills by fire, which occurred on the 23d of April, was a serious misfortune. It had recently been repaired at very heavy expense, and was in good condition for many years service. At the time of the fire we were doing a large through traffic, and the interruption to our business, and the daily expense of making a connection over the toll-bridge at that place was large (nearly \$350 a day), and inconvenient and annoying to the public. This was the second time a bridge at this place had been burned in twelve years. It was a structure of nearly 2,000 feet in length, and crossed the river at an elevation of about fifty-five feet above the water. While great care had been taken to render it safe to travel, the public, to a great extent, could not view it in that light, and a growing prejudice existed against it. To rebuild the bridge, it was necessary to wait for low water in the river, and several months must elapse before the old connection could be restored. After a careful examination of the river below the burnt bridge, by competent engineers, a good crossing was found where the river could be spanned by a bridge of 618 feet, at a point about two miles south of the old location, and nearly midway between the villages of Kendall's Mills and Waterville. In order to make a connection of our rails as early as possible, and give time to erect a bridge on the new location, it was deemed expedient to extend our track down the east bank of the river, four miles, to Winslow, where a connection was made June 16th and our through line restored. That portion of this connecting link which lies south of the new bridge location, was constructed for a temporary purpose, to be discontinued when that bridge is completed. At this writing, the piers and other masonry are completed in a most thorough manner, and a first class iron bridge is being placed in position by the eminent firm of CLARK, REEVES & Co. In a few weeks, with favorable weather, our trains will be passing over this elegant and permanent structure. This gives us three main iron bridges, erected within the last three years, at a cost of \$250,000, which secures our line from Portland to Bangor against interruption by fire, from which we have severely suffered heretofore.

It is particularly interesting and encouraging, to notice the constant annual increase of earnings of the road; showing net earnings the present year of a sum sufficient to pay the interest on all loans and liabilities, rental of leased roads, and leaving a balance of \$134,188 30. This balance of net earnings has been used to meet the extraordinary outlay caused by the destruction of the bridge at Kendall's Mills, believing that such use of it would be more satisfactory to the stockholders than a dividend to that amount. Arrangements are being made for the funding of our floating debt. This done, and a dividend ought to be reached the coming year.

That the stockholders and all persons interested in our Consolidated Bonds, authorized by act of the Legislature, Feb. 7, 1872, may see that the Directors have by their action provided so far as possible against any misappropriation of these bonds, now, or hereafter, we subjoin the vote of Directors of October 2, 1873, on this important matter:

Whereas, The Maine Central Railroad Co., by its vote of March 19, 1872, authorized the issue of its consolidated Bonds for \$9,000,000, pursuant to the Act of February 7, 1872, which Bonds are secured by a mortgage of its railroad and appurtenances and rolling stock, and that of the Portland and Kennebec, Somerset and Kennebec, Leeds and Farmington and Androscoggin Railroad Companies, made to Artemas Libbey, Josiah H. Drummond and Galen C. Moses, Trustees, and by the vote of said company were appropriated, in part, to take up existing mortgage bonds now outstanding against said railroads, as by said vote appears:

Now, the more effectually to insure the execution of said trust by said Trustees, and to protect all parties that shall be interested in said Bonds, it is hereby provided (said Trustees concurring therein), and

Voted, That it shall be the duty of said Trustees and their successors in said trust, hereafter to withhold their certificate upon said Bonds, so far and to that extent, that the aggregate amount of neither class of consolidated Bonds of Classes B, C, and D, that shall be certified by them, shall at any time be more than \$75,000 in excess of the aggregate amount of the Bonds and claims that shall have been actually paid, taken up and cancelled, for the payment of which said class is appropriated and designed to be applied as follows:

viz:

Class B, \$3,975, to discharge liabilities of the Maine Central Railroad Co., as follows:

\$1,100,000 7 per cent bonds	\$746,300
Bangor City loan	514,000
Maine Central, \$500,000 loan	2,800
A. & K. \$1,100,000 loan	1,100,000
M. C. interest scrip	386,892
Bills payable	711,605
Extension bonds	491,500

Bonds of Class B designated for bills payable, may be certified by the Trustees upon order of the Directors and the certificate of the Treasurer that they are all needed to provide means to meet the liabilities of the company, not exceeding, however, the amount appropriated for said bills payable as above.

Class C, \$2,850,000, to discharge the liabilities of the Portland and Kennebec Railroad Company, and provide for the proposed exchange and cancellation of stock for bonds as follows:

Stock	\$741,400
Yarmouth bonds outstanding	47,000
K. & P. 1st mortgage	217,300
P. & K. funded interest	20,698
Portland loan	90,000
Consolidation P. & K. bonds	1,155,000
City and town loan	8,100
Somerset & Kennebec, 1st mortgage	300,000
" " 2d "	360,000

Class D, \$1,175,000, to discharge the liabilities of the Androscoggin, and Leeds and Farmington Railroad Cos., as follows:

Bath City bonds	\$425,000
Leeds and Farmington bonds	633,000
Scrip to Androscoggin R. R.	110,000

Voted, That said Trustees shall annually report the amount of Bonds of each of said classes certified by them up to that time, and the amount of the old Bonds and claims evidenced to them to have been taken up thereby.

Voted, That the Clerk present an attested copy of these votes to said Trustees, and request the assent of each thereon, in writing in the trust and duty hereby imposed, and make record thereof.

A true copy of record,

Attest:

JOSIAH H. DRUMMOND,
Clerk of Maine Central Railroad Company.

The undersigned, the above mentioned Trustees, assent to and concur in the foregoing modification of their trust. Dated this second day of October, A. D. 1873.

ARTEMAS LIBBEY,
JOSIAH H. DRUMMOND } Trustees.
GALEN C. MOSES,

The Directors have made an agreement with the Eastern Railroad Company, whereby the business interests of the two companies are united for a long term of years.

GENERAL BALANCE.

Construction account	\$6,683,972 48
Improvement do	295,027 59
Maine Central Extension Line	563,395 82
Portland & Kennebec R. R. lease	2,103,492 00
Androscoggin R. R. lease	768,333 33
Leeds & Farmington R. R. lease	631,333 33
Somerset Railroad	52,716 04
Equipment account	1,052,312 43
Assets, as above	498,121 11
	\$12,650,704 93
City of Bangor loan	\$475,000 00
Androscoggin & Kennebec R.R. loan	1,100,000 00
\$400,000 do., (over due)	500 00
M. C. Extension Line loan	496,500 00
M. C. 1,100,000 7 per cent loan	756,800 00
Portland and Kennebec R. R. 1st mortgage	217,300 00
P. & K. funded interest loan	17,582 51
P. & K. consolidated loan	1,166,700 00
Somerset and Kennebec R. R. 1st mort. loan, due 1874	300,000 00
Somerset and Kennebec R. R. 2d mort. due 1876	260,000 00
Androscoggin R.R. City of Bath loan	425,000 00
Leeds & Farmington R. R. loan	633,000 00
Maine Central consolidated 7 per cent loan	545,800 00
Notes payable	881,640 21
Maine Central Int. scrip	496,892 00
Portland & Kennebec R. R. stock	741,400 00
Yarmouth stock	37,000 00
Maine Central stock	3,615,800 00
Do. bonds and coupons	18,720 00
Due for over due coupons and dividends not called for	18,264 04
Due sundry persons	850 19
Profit and loss, balance	445,955 98
	\$12,650,704 93

President.—ANSON P. MORRILL.

Directors.—A. P. Morrill, R. D. Rice, A. Coburn, J. B. Brown, Darius Alden, Geo. M. Patten, H. N. Jose, Geo. L. Ward, Lewis Pierce, Noah Woods, Lysander Strickland.

General Manager.—CHAS. F. HATCH.

Treasurer.—J. S. CUSHING.

The Philadelphia Ledger says that the Philadelphia, Wilmington and Baltimore Railroad Company are now testing a novel arrangement to secure greater safety to trains. The invention consists of an iron pipe, one end of which extends through the cab on the locomotive, and the other near where the engineer sits or stands when on duty. In the upper end of the pipe is a camera, upon which the reflection of the train is thrown, and therefore always in view of the engineer when he looks in at the lower end of the pipe. The object of this invention seems to be to give the engineer immediate notice of cars that may become detached by the breaking of couplings, or other accidents to cars connected with the train.

Work on the New York and Canada Railroad is progressing slowly. The track is nearly all laid south of Ticonderoga, and the Lake George branch is just completed. It is thought the cars will commence running from Port Henry to Whitehall about November.

Chesapeake and Ohio Canal.

The Chesapeake and Ohio Canal Company are operating their great work to such advantage that in a few years we may expect to see the whole outstanding debt cancelled. The past due coupons are being rapidly discharged and all the signs betoken an unusual period of prosperity, which will make her large investment a lucrative one to the State, more so than any work of internal improvement in which she has heretofore embarked her credit. It is not at all improbable that at no very distant day we may expect to see the State's revenues from this source ample to liquidate her current civil expenses. In the meanwhile the officers of the company are not satisfied with depending on the present slow and expensive mode of transportation, and are considering plans to supersede the same with expedients better adapted to rapid transit of the immense and annually increasing freight which seeks this outlet to the markets. Some time since the officers of the company and a number of others interested in the matter took a trip of inspection along the entire route, with a view of testing the efficiency of the proposed substitution of steam for animal locomotion. Hitherto all experiments designed to accomplish this object have failed, no inventor having yet suggested any feasible method that would not originate more inconveniences than it would suppress. In consequence, all such projects have had to be abandoned, and the use of the old system continued, in spite of its manifest objections and liability to contend with the rapid transportation afforded by railroad companies.—Annapolis Advertiser.

The Treasury Department at Washington hold that machinery, chiefly of iron and wood, though having small portions of steel, does not necessarily take the classification of manufactures of steel, but retains that of manufactures of iron or of wood, according to the leading material. Separate values or parts of steel, should, however, pay duty as manufactures of steel.

Mr. Whitehead, principal contractor, has commenced grading the Pembina branch of the Canadian Pacific Railway. Grading will be completed by the first of November, and rails and track will be in thorough order by the first of July, 1875. The impression is that trade with St. Paul will be very brisk next summer.

On the 31st of July, 1874, there remained outstanding of the first series of \$180,000 of the Land Grant mortgage bonds of the Flint and Pere Marquette Railroad but \$7,000 and of the \$500,000 second series, \$83,000; or but \$92,000 of the entire \$980,000. The balance of these will probably be paid and canceled during this year.

Work on the Baltimore, Pittsburg, and Chicago Railroad is progressing, and the expectation of the builders, the Baltimore and Ohio company, that communication with Chicago will be opened by the middle of October, will undoubtedly be realized.

The Sandusky, Mansfield and Newark Railroad Company has declared a dividend of Two per cent. on the share capital stock of the company, payable on and after Oct. 1, at the First National Bank of Sandusky, in par exchange to Eastern holders.

The use of the steam whistle on arriving at or departure from stations on the Intercolonial Railway has been abolished. At stations other than main stations the ringing of the bell denotes departure. At main station gongs are used.

Lehigh Coal and Navigation Company.

We gave in our issue of March 14th the Report of the President of this company for the year ending December 31, 1873. The financial condition of the company at that date is given in the annexed Balance Sheet:

Lehigh and Susquehanna Railroad Construction and Branches.....	\$12,754,395 17
Lehigh Navigation and Shipping Pockets.....	3,000,000 00
Shipping Improvements—Hazardville.....	99,050 58
Coal Lands—Lehigh Region.....	5,000,000 00
Greenwood Lands and Improvements.....	948,277 18
Coal Improvements—Lehigh Region Summit Hill Railroad Improvements.....	1,818,258 88
Landed Property and Improvements.....	96,254 37
Canal Equipment.....	883,178 04
Mining Equipment and Supplies on Hand—Lehigh Region.....	210,181 05
Coal on Hand.....	625,064 83
Contingent Fund.....	153,275 61
Bills Receivable.....	390,550 83
Bonds and Mortgages.....	\$107,864 19
Ground and Water Rents.....	62,727 41
Cash on hand.....	174,634 54
Balance due by Agents and Rents due Company.....	345,226 14
Gold Loan, 1897, assumed by Central R. R. Co. of New Jersey.....	234,497 69
Gold Loan, 1897, assumed by Honey Brook Coal Company.....	18,854 62
Gold Loan, 1894, assumed by Honey Brook Coal Company.....	2,310,000 00
Due by Honey Brook Coal Co., on acct. sale Wyoming property.....	500,000 00
Balance of Individual Ledger.....	856,000 00
Capital Stock.....	3,122,803 63
Loan of 1877.....	285,678 24
Loan of 1881 (Nanticoke).....	\$33,651,546 81
Loan of 1882 (Convertible).....	\$9,390,350 00
Loan of 1884.....	\$762,779 18
Loan of 1894 (Convertible Gold).....	9,000 00
Loan of 1897 (Gold).....	692,100 00
Loan of 1897 (Railroad).....	5,566,276 70
Loan of 1911 (Consolidated Mortgage).....	856,000 00
Greenwood Mortgage Loan, due February 1, 1892.....	4,916,500 90
Do, due October 1, 1877 (L. S.).....	2,400,000 00
Bills Payable.....	199,000 00
Due Boatmen and Depositors—Mauch Chunk.....	15,937,655 88
Due Central R. R. Co. of N. J., for L. and S. R. R. Construction Work.....	3,408,907 58
Ground Rents, Mortgages, and Dowers.....	253,644 97
Pav Rolls charged to business of 1873, payable in January, 1874.....	840,000 00
Vouchers charged to business of 1873 payable in January, 1874.....	66,450 67
Unclaimed Wages due and unpaid.....	104,920 58
Dividends due and unpaid.....	76,091 49
Interest due January 1, and arrears.....	8,167 15
Profit and Loss.....	719 20
Dividend Fund (subject to deduction as stated in report, page 11).....	114,251 66
	2,587,304 14
	863,083 49
	\$33,651,546 81

At an election held February 24, 1874, the fol-

lowing named persons were chosen officers of the Lehigh Coal and Navigation Company for the ensuing year:

President.—E. W. CLARK.

Managers.—Francis R. Cope, Francis C. Yarnall, Fisher Hazard, Charles Parrish, George F. Tyler, Philip C. Garrett, Charles Wheeler, George Whitney, Alexander Biddle, John Leisenring, Samuel Thomas.

Treasurer.—SOLOMON SHEPHERD.

Secretary.—F. MITCHELL.

Pennsylvania Railroad.**REPORT OF THE INVESTIGATING COMMITTEE.**

This committee, which was appointed by the chairman of the meeting of stockholders held on the 10th of March, 1874, consists of William A. Stokes, Chairman; Wm. H. Kemble, David E. Small, John S. Irick, William C. Longstreth, John A. Wright and A. Loudon Secretary. These gentlemen, appointed at the suggestion of the directors to investigate the condition of the company in every respect, are shareholders but entirely disconnected with the management of the road. The resolution creating the committee gave it every facility for making a thorough investigation and a reliable report. They divide this report, which has just appeared, into 14 Articles, designated as follows:

1. Statement of General Account. 2. Valuation of Property and Equipment of Main Line and Branches. 3. Liabilities as Guarantor. 4. Policy in Controlling other Roads and Canals. 5. General Account of all Railroads Controlled. 6. Use of the Road by Private Parties. 7. Coal Lands. 8. Finances. 9. Powers and Election of Directors. 10. Sources of Distrust in Railroad Stocks in General. 11. Organization. 12. Resume. 13. Conclusion. 14. Resolutions. Also five appendices giving tabulated statements of stocks and bonds and earnings and date of maturity of mortgages and two maps.

The committee reports virtually that after a most critical examination it finds the road on a most stable basis, and that on some mooted questions it has been obliged to acknowledge the wisdom of the policy pursued, against its own previous inclination. The substance of the report amounts to this, that the committee say that the general policy heretofore pursued was necessary, that in some instances losses were incurred (the data given by the committee shows them to be of a character unavoidable in large transaction covering long periods), but that the general result of the workings of the company had been most successful, and that the company is, and was indeed, far stronger than it had represented itself on its own books.

The committee are decidedly of the opinion that owing to the vast interests involved to competition of other corporations, and to vexed questions of railway management and finance, a change in the policy of the road is advisable, and also a change in the composition of the Board. At the suggestion of the present President, on his acceptance of the office, the Board of Directors made many advantageous changes in respect to the government of the service of the company. These regulations, the committee reports, should be adopted by the stockholders and placed beyond change.

The report is an able and exhaustive document, and gives a clear insight into the affairs of the road. The committee could state nothing more favorable to the past management than the fact that each share of stock is worth in actual property valuation 174 per cent of its par value; and that the assets over and above all debt, bonds and stock amount to \$50,810,930 08.

It is a most opportune occurrence that this general inventory was taken, in a reliable way, just when a new management assumed the reins. All circumstances and relations are thus clearly defined as the basis of a new period of effort, of which the aims may be regarded as radically different from those of that just closed. In the lat-

ter period the corporation was built up and strengthened, and protected by the necessary extensions and acquisition of connecting roads; measures of all kinds were necessary to insure suitable outlets and permanent provision for freight traffic. All this was done well. Now, the changes taking place in all directions necessitate the consolidation of all these roads and interests as intimately as possible, into one grand whole as far as possible. We may be confident that this will be wisely done, and the necessities of the times freely met and foreseen.

The conclusions of the articles into which the report is divided may be summed up as follows, under each head:

1. The general account of the Treasurer has been rigidly examined, and large reductions made in various creditor items for satisfactory reasons due to different basis of valuation adopted by the committee. The revised General Account stands as follows:

<i>Debtor.</i>	
To stock paid in.....	\$68,144,475 00
Mortgages and ground rents.....	43,145,784 73
Bills payable and acceptances..	4,611,797 24
Accounts payable.....	11,658,791 12
Balance to credit of profit and loss	4,985,254 46
	\$132,545,102 55

The credit side, as revised by the committee, stands:

<i>Creditor.</i>	
By total construction account....	\$48,571,808 18
" Bonds and stocks owned....	49,711,087 00
" Fuel and materials on hand	4,945,650 67
" Bills receivable, advances, &c.....	23,945,107 44
" Appraised value of suspense account.....	1,000,000 00
" Balance in hands of agents and Treasurer.....	4,371,449 26
	\$132,545,102 55

The committee have confidence in the future value of the profit and loss account, but prefer to err on the side of prudence. The committee, however, present a statement of the Profit and Loss account in their judgment correct. They increase it on the debit side to \$50,810,938 08, and on the creditor \$45,826,675 62, because they find the valuation of the road and appurtenances far too low, being only \$19,728 59 per mile of single track.

2. As regards valuation of the road and appurtenances, the committee have made an estimate at fair values, and present the following summary: Real Estate—Total number of properties 785, and acres, 7,833 23-100, valued at \$18,556,022 83; Machinery and Tools appraised, irrespective of cost, at \$1,270,420; Equipment being 15,900 eight wheel cars, 1,791 four wheel cars, 521 passenger traffic cars, and 879 locomotives, all valued at \$20,098,600; Road bed and Telegraph including branches, \$65,473,441; making the above total, in Article 1, of \$45,826,675 65. The properties represented are very valuable, and could not be procured by rivals even at a much higher cost than the appraised increased value.

3. As an endorser of bonds of other companies, the committee report the company liable for a principal of \$33,988,000, the annual interest of which is \$2,106,440, and for the annual payment of \$180,000. As a guarantor of rental, the company is liable to the extent of \$12,862,319 94, on all of which there was a deficiency in 1873 of only \$1,470,129 45, confined to roads and interests east of Pittsburg. Estimating for 1874, the deficiency should not exceed \$280,000.

4. In carrying out the necessary policy of extension and control rendered necessary by competition and to secure trade to Philadelphia, two general systems of roads west of Pittsburg were aided to completion, controlled or leased, namely, the Pittsburg, Fort Wayne and Chicago system, and the Pittsburg, Cincinnati and St. Louis, or Southern system, the average cost of the whole of

which, including Equipment, is \$57,341 17 per mile. The net gain to the Pennsylvania Railroad on the operation of these systems in 1873 was \$1,023,612 12, or nearly enough to pay for all additions to track and equipment of the Southern system of roads. The probable loss on the Southern system will be for some time \$500,000 yearly, but the profits on the Northern system should square the account fully.

The Pennsylvania Railroad Company is now in no way liable for any guarantees, leases or otherwise, on account of any railroad south of Washington.

The Eastern system of roads, owned and operated by the Pennsylvania Railroad, includes 2,408 miles of railroad, and 408 of canal, and including the railways east of Pittsburgh to New York.

The committee report that the Philadelphia and Erie cannot be expected to pay more than the interest on its funded debt, and on the equipment supplied by the Pennsylvania Railroad. The Allegheny Valley Railroad is well located and commands an immense tonnage, but years will be required to heal the wounds inflicted by the independent management, that made it cost over \$117,000 per mile. The Northern Central Railroad has a large local and through traffic; affords a direct outlet for anthracite coal to the centre of the State of New York, and is one of the great coal avenues to the coast, but it is financially unable to utilize these advantages. It is the more important it should do so now that the City of Baltimore has built the Union Railroad to connect it with the Chesapeake Bay. An absorption or absolute control of this road is plainly necessary. The Pennsylvania Canal System embraces altogether 36.3 miles, and was bought in 1857 at the appraised value of \$1,000,000; organized in 1867 as a distinct corporation, with a capital of \$2,750,000.

This corporation absorbed the West Branch in 1867, the Wyoming Valley in 1869, and the Wisconsin Canals, and expended its whole earnings down in the end of 1873 in deepening and enlarging the main line from Columbia to Williamsport, and acquiring a stock of boats (184 in all). Owing to these improvements, the cost of shipments from Wilkesbarre to Havre de Grace, was reduced from \$2 25 to \$1 per gross ton, and with boats of over 250 tons can compete with railroad traffic at the present low rates. The United Railroads of the New Jersey Division embraces 356 miles, and its control was absolutely necessary to give the company command over through traffic West and South. The Delaware and Raritan Canal has proved very profitable paying in 1873, \$706,778, 66 net profit; nearly double the profit in 1874. On all the New Jersey lines the losses in three years have been \$1,840,217 27, but these losses, being charged to expense account, will be repaid on profits. The Pennsylvania Railroad Division embraces 1,021 miles; it may be, in our opinion, regarded as ultimately the most valuable road in the United States, being located among vast mineral industries, in a thickly settled country, and being the most important artery of travel and transportation, taking into account the diversified industries and comparatively dense population of the regions it serves.

5. The comparative earnings of the various systems of railroads is tabulated in systems as follows: Northern or Ft. Wayne system includes 1,966 miles of single track, with net expenses of \$7,011 42, and net receipts of \$4,320 86 per mile. The Southern or Pittsburgh, Cincinnati and St. Louis system includes 1,504 miles of single track, with net expenses of \$7,727 07 per mile, and net earnings of \$898 92 per mile. The Eastern or Pennsylvania system includes 3,159 miles of single track, about 600 miles of which are double, much of this part being laid with steel rails. Its net expenses are \$12,432 per mile, and net earnings \$6,000 96 per mile. The Pennsylvania system pays well because cheaply built with fine engineering. The Northern system was built at too high a cost, while the Southern system cost extravagantly. Hence their relative rates of profit.

6. The Pennsylvania Railroad Company is com-

pelled by law and its charter to allow its tracks to be used by individuals or corporations as common carriers at proper compensation. Repeated decisions have removed all doubt on this subject. After a careful examination of the matter, the committee report that it is advisable that the Empire Line should continue its service, and that they believe the company wise in maintaining the old organization of the Union Line as part of the staff of the Pennsylvania Company. Respecting the Pullman Palace Car Company the committee express no opinion further than that passengers should pay the railroad more for the accommodation enjoyed than they now do.

7. The coal lands owned wholly or partly by the Pennsylvania Railroad embraces a total of 27,950 acres. The Lykens Valley lands lie in a block extending nine miles, with an area of 9,200 acres. No other company has access to these veins, containing on a low estimate 100,000,000 tons of coal, commanding 75 cents per ton more than any other anthracite. The Shamokin coal lands amount to 7,808 acres. The coal mined there is of good quality and liked in Boston, but subject to little competition. The Hazleton property, owned by the Pennsylvania Railroad exclusively, covers 2,100 to 2,200 acres. Explorations show that almost the whole of this land is underlain with coal, and borings indicate that the Mammoth Vein underlies a large portion of it. If this is the case the value will be increased from a cost of say \$137 an acre to a value of at least \$1,000 an acre. The Susquehanna coal property lies in a basin, on both sides of the Nanticoke Dam, containing 5,823 acres, and no property in the State is better adapted for shipping coal, particularly on the completion of the bridge at Nanticoke to connect with the Lackawanna and Bloomsburg Railroad. The money put into these lands is extremely well invested, but the policy of controlling mining and other interests apart from the railroad is regarded as of doubtful propriety. Purchases should be, in the opinion of the committee, made only so far as necessary to secure tonnage along the lines of railway. This ground has been taken by the present management, which will protect but not enlarge present investments.

8. The plan of working roads at fixed rentals will undoubtedly prove profitable to the company in an increasing ratio as population and traffic increase, and is the best where the prospects of the railroad are clear, but the plan of working leased roads at cost is advisable in many instances, as has been proved. Experience has shown that wherever possible all smaller companies should be absorbed to effect economy and simplicity in the accounts.

The committee is convinced that it is necessary to consolidate within the company itself the financial management of the roads under its control, since these roads fall back as far as possible on the credit of the company. In addition to furnishing the capital to transact the business of the controlled roads, the sum of \$180,000,000 must be provided for in the payment or renewal of bonds maturing within 30 years.

The large amount of stocks and bonds owned should be used as far as possible in providing increased capital required, and as large an amount as possible should be released by consolidation with other roads, so that the company may not again be liable to the difficulties experienced during the fall of 1873.

The whole of the financial difficulties of the company are concentrated in one item, namely, floating debt of the Pennsylvania Railroad and companies controlled by it. When this is provided for there will be an end to any financial trouble connected with the company.

9. The committee report that all Directors should be elected by the stockholders, who should ratify all laws affecting their property and interests.

10. The committee attribute the existing distrust of railway stocks and securities to meagre and incomplete information in reports, to the fear that the property of the company may be improperly used for personal ends, the lack of intimate

interest on the part of shareholders, and the constant tendency to expansion and extension. They advise that measures should be adopted to require the assent of stockholders to further extension.

11. The committee, basing their views on their report and on English practise, recommend that the Directors retain Executive functions only, that their number be reduced from 17 to 13, that they be nominated by a committee of shareholders as at the last meeting and be all elected by the shareholders direct, and that the report of the company be published at least two weeks before each annual meeting.

They suggest an organization of the Directors as follows: Three to be skilled railway men, one of financial experience and ability, and nine to be non-professional shareholders. One of the three professional railway men to be President, another in charge of the interests of the company west of Pittsburgh. The whole four professional Directors to form an Executive Council, under the control of the whole Board, and to devote their time to the interests of the company at a liberal compensation.—U. S. R. R. and Mining Reg.

✎ The *Manitoba* says: "The terminus of the Pembina Railway has not yet been fixed. The Engineers now out to locate the Pembina Railroad expect to do it in less than two weeks. The grading of the Railway from Winnipeg to Pembina will require the labor of about 1,000 men."

✎ The new stockholders of the Kent and Queen Annie's (Md.) railroad have elected the following officers: President, Major B. T. Biggs, of Delaware; treasurer, secretary and superintendent, P. H. Irwin, of Westminster, Carroll county, Md. A new board of directors has also been elected.

✎ The reservoir for the use of the Phoenixville Iron Works, which will soon be completed, will have a capacity of 4,000,000 gallons. The company are also building furnaces for heating iron by gas. There are to be twenty of these furnaces, each costing about \$20,000.

✎ The rails on the Nashua and Rochester road have been laid to West Windham, and Hudson, which is on the opposite side of the river from Nashua, will probably be reached in two weeks. It is expected that the road will be opened the first of November.

✎ The Littlestown (Penn.) Railroad has been purchased by the Hanover and York "Short Line" Railroad company, and that road therefore is now part and parcel of the Hanover and York railroad.

✎ The Cape Breton *Advocate* learns from a private letter that the extension Eastward of the railway from New Glasgow to Louisburg will be proceeded with in a short time.

✎ It is stated that work on the Baltimore and Towson narrow-gauge railroad will be resumed the first of October; the greater part of the grading has been done.

✎ Mr. Thomas H. Dodamead had been appointed general superintendent of transportation of the Chesapeake and Ohio Railroad Company. He formerly held the same position.

✎ The use of the steam whistle, except where required by law, and in cases of special emergency, has been discontinued on the New London Northern Railroad.

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific:													
1867.....	38,169	51,831	69,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868.....	44,663	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	296,422	286,562	342,743	2,300,767
1869.....	212,604	218,982	391,308	485,048	568,270	556,080	532,657	511,854	609,788	679,642	635,398	467,659	5,670,882
1870.....	413,104	394,176	488,332	633,758	768,720	729,274	783,100	807,816	787,184	828,447	777,513	588,692	7,995,116
1871.....	536,499	485,490	445,447	720,929	892,341	795,176	869,297	1,006,373	995,922	981,006	897,234	672,358	9,467,072
1872.....	562,223	571,836	875,763	949,568	1,380,923	1,338,273	1,272,510	1,271,623	1,254,689	1,285,567	1,299,900	1,037,992	12,734,729
1873.....	852,860	691,015	939,778	1,129,469	1,373,675	1,301,202	1,214,551	1,251,622	1,392,125	1,423,875	1,296,812	1,072,750	13,935,969
1874.....	848,558	794,000	867,666	1,132,000	1,360,000	1,380,000	1,258,000	1,301,000	.....	.....	.....	.....	.....
Chicago and Alton:													
1869.....	343,182	315,099	388,727	328,390	345,833	402,854	351,045	493,232	506,623	468,212	397,515	340,851	4,681,563
1870.....	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	377,687	4,849,405
1871.....	353,235	342,369	384,999	388,964	461,290	466,097	533,655	554,163	507,617	473,227	455,607	377,687	5,278,910
1872.....	371,708	332,902	373,217	379,879	409,264	419,196	488,352	559,882	497,261	540,756	431,316	352,604	5,156,326
1873.....	347,372	396,307	420,893	400,472	430,184	475,819	540,342	596,708	560,558	564,633	410,907	344,046	5,497,541
Chicago and Northwestern:													
1869.....	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,541
1870.....	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	609,605	729,759	716,378	563,400	6,114,566
1871.....	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,940
1872.....	523,566	390,917	523,845	587,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1873.....	696,147	574,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1874.....	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,381,471
1875.....	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1,305,673	1,371,780	1,140,145	845,708	13,555,467
1876.....	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,494	12,203,403
1877.....	655,423	602,182	774,934	787,441	1,094,101	952,899	851,546	1,099,337	1,251,574	1,047,318	1,068,235	852,422	11,068,277
1878.....	774,856	714,122	846,394	900,376	1,074,779	1,070,460	1,029,958	1,196,700	1,303,304	1,433,948	1,067,387	859,780	12,272,645
1879.....	752,468	765,249	967,255	1,034,023	1,256,072	1,309,578	1,240,987	1,284,094	1,071,448	1,451,827	1,039,206	1,019,501	13,516,465
1874.....	993,490	903,021	1,039,986	1,074,725	1,272,293	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cln. and Indianapolis:													
1869.....	204,112	180,840	239,522	247,661	241,456	259,408	253,307	341,783	320,025	293,615	271,555	242,621	3,095,965
1870.....	203,069	226,897	244,182	248,046	250,169	274,021	249,555	319,012	317,887	339,239	319,573	284,156	3,273,719
1871.....	270,204	273,751	315,149	315,149	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,243
1872.....	340,791	320,022	372,974	351,113	373,619	341,104	326,268	401,252	417,328	439,581	399,830	358,743	4,422,625
1873.....	363,921	413,043	448,924	413,443	436,459	411,260	393,906	468,706	423,893	327,804	322,596	4,887,448	.....
1874.....	363,053	276,099	318,976	242,247	306,775	330,754	327,384	403,175	.....	.....	.....	.....	.....
Erie:													
1871.....	1,055,469	971,193	1,261,500	1,253,955	1,443,272	1,656,415	1,720,078	1,864,554	1,794,397	1,694,651	1,483,454	1,417,211	17,398,327
1872.....	1,352,994	1,294,076	1,460,174	1,488,813	1,775,324	1,493,961	1,550,623	1,525,243	1,645,464	1,743,762	1,704,374	1,392,615	18,694,096
1873.....	1,326,505	1,329,422	1,515,382	1,541,958	1,754,821	1,717,533	1,685,384	1,774,570	1,918,247	1,882,421	1,560,023	1,625,129	19,631,781
1874.....	1,462,650	1,273,775	1,413,223	1,465,560	1,687,772	1,577,945	1,448,283	.....	.....	.....	.....	.....	.....
Illinois Central:													
1869.....	587,443	536,165	444,443	518,800	572,551	626,249	549,714	704,325	889,967	931,530	685,401	681,041	7,817,629
1870.....	659,138	524,693	709,645	668,282	640,975	778,261	696,228	841,363	979,101	914,406	814,413	696,677	8,823,482
1871.....	623,383	661,789	601,226	655,087	684,539	712,647	627,216	699,052	901,235	905,225	811,709	697,751	8,678,958
1872.....	624,744	639,617	565,598	620,228	713,132	718,722	707,992	830,611	890,287	753,194	755,436	688,131	8,401,142
1873.....	637,436	531,627	583,683	559,871	648,955	659,363	609,546	783,255	744,782	881,693	696,475	698,063	8,026,754
1874.....	662,241	597,429	660,759	553,912	635,459	742,600	681,840	769,748	884,485	797,121	636,039	703,692	8,205,325
1875.....	611,491	638,068	567,554	650,921	647,692	678,723	624,191	708,838	.....	.....	.....	.....	.....
Kansas Pacific:													
1871.....	173,673	152,264	267,411	263,915	266,944	256,059	252,723	332,555	365,446	387,999	303,305	210,197	3,321,518
1872.....	189,606	191,738	300,783	322,875	341,843	322,559	329,839	373,302	349,468	449,418	314,513	223,240	3,095,183
1873.....	150,567	194,786	300,719	352,300	332,764	312,614	323,231	328,159	333,755	392,510	265,217	201,462	.....
Lake Shore and Michigan Southern:													
1871.....	1,082,505	1,076,112	1,312,617	1,217,339	1,190,033	1,140,916	1,130,847	1,295,369	1,368,948	1,402,597	1,345,316	1,235,285	14,797,975
1872.....	1,339,389	1,294,710	1,498,408	1,528,250	1,479,945	1,323,476	1,225,768	1,459,360	1,635,691	1,764,788	1,558,424	1,483,480	17,591,629
1873.....	1,412,308	1,549,385	1,775,736	1,694,543	1,680,963	1,555,365	1,451,762	1,582,531	1,776,420	1,742,516	1,375,559	1,546,938	19,134,136
1874.....	1,519,249	1,503,132	1,371,545	1,593,827	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marquette and Cincinnati:													
1871.....	130,883	126,224	140,740	115,173	119,650	115,115	118,572	127,341	169,191	175,438	172,567	169,820	1,690,714
1872.....	152,577	142,408	150,784	145,858	168,717	154,587	149,550	162,521	191,841	208,977	207,911	204,196	2,029,927
1873.....	169,843	161,132	178,009	187,439	193,148	194,787	176,295	172,498	207,529	184,191	151,793	150,301	2,129,875
1874.....	171,028	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1869.....	384,129	320,636	386,527	411,514	403,646	366,623	329,550	353,569	473,546	490,772	448,419	374,542	4,744,164
1870.....	337,992	329,128	384,431	412,030	409,283	363,187	326,891	378,880	497,990	511,447	453,873	387,827	4,755,958
1871.....	418,755	442,665	486,980	470,703	480,547	427,096	422,015	529,890	628,660	582,802	574,434	507,050	5,940,102
1872.....	311,113	384,058	449,433	485,550	487,282	398,300	402,084	460,101	536,603	647,601	487,603	464,163	5,086,117
1873.....	379,836	440,261	567,314	566,180	542,058	480,028	457,553	452,330	617,291	637,031	506,904	552,548	6,089,534
Minneapolis and St. Paul:													
1869.....	454,590	330,400	420,951	460,288	630,844	678,923	556,531	525,547	724,732	1,040,102	801,195	496,561	7,250,069
1870.....	396,171	382,823	377,571	443,132	770,700	755,737	636,434	661,020	808,318	908,318	791,014	529,758	7,420,421
1871.....	396,760	327,431	400,149	483,884	662,568	658,017	451,113	606,557	815,344	841,150	644,625	473,295	6,690,065
1872.....	400,986	387,565	426,223	474,188	580,432	594,769	488,348	565,729	811,961	950,945	702,858	413,787	6,957,771
1873.....	334,715	423,716	555,287	574,258	805,802	929,211	834,341	767,871	1,193,210	1,012,741	771,780	813,192	9,046,124
1874.....	654,400	657,500	576,620	742,500	856,900	886,900	749,200	704,300	.....	.....	.....	.....	.....
Pacific of Missouri:													
1869.....	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	298,708	271,207	3,184,282
1870.....	202,447	250,617	294,874	289,550									

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

PASSENGER RAILROAD BONDS.

Years ending.	Length track equiv. single.	Horses and Carriages.	Dummies.	COM. 'ARIES.	Cost of Road and Equipment.	Share Capital.	Indebtedness.		Earnings.		Dividends on paid Capital.		Value of Shares.		COMPANIES.	Amount out-stand- ing.	Inter at.	Pay- able.	Prin- cipal Payable.	Market Price
							Bonded Debt.	Floating Debt.	Gross.	Net.	Par.	Paid.	Market.							
Sept. 30, '73	9.50	114	40	Albany.....N.Y.	190,590	190,000	59,000		101,301	26,019	8	100	100	Albany:	59,000	7	J. & J.	1883	....
Sept. 30, '73	1.04			Albany at Freight (B'ton). Mass.	48,709	75,000			7,239	894		100	100	1st Mortgage.....	115,000	7	A. & O.	1881	....
Oct. 31, '73	25.00	449	78	Atlantic Avenue (Bklyn)...N.Y.	725,723	680,000	456,800	32,296	266,857	42,314		100	100	Atlantic (Bklyn) Ave.:	100,000	7	A. & O.	1884	....
Sept. 30, '73	11.83	344	50	Avenue C (N. Y. City)...N.Y.	540,360	500,000	900,000	109,019	230,082	32,540		100	100	1st Mortgage.....	166,000	7	J. & J.	1885	....
Dec. 31, '73	7.5	607	90	Baltimore City (Balt)...Md.	1,038,456	1,000,000					3	25	19	Avenue C:	900,000	7	A. & O.	1896	....
Sept. 30, '73	22.01	400	50	Bleeker St. & F.F. (N.Y.C.) N.Y.	1,801,613	900,000	694,000	58,000	257,704	37,697		100	100	1st Mortgage.....	694,000	7	J. & J.	1880	....
Sept. 30, '73	4.63			Boston and Chelsea...Mass.	110,000	110,000		46,850	8,800	7,789	7.7	100	100	Broadway (Brooklyn):	100,000	7	J. & D.	1882	....
Sept. 30, '73	1.25			Boston & West Roxbury. Mass.	56,133	41,000						100	100	1st Mortgage.....	100,000	7	J. & D.	1882	....
Sept. 30, '73	13.88	264	50	Broadway (Brooklyn)...N.Y.	378,019	200,000	100,000	52,395	180,504	43,404	12	100	100	Broadway and 7th Avenue:	500,000	7	J. & D.	1884	....
Sept. 30, '73	24.25	1095	135	B'way & 7th Av. (N.Y.C.) N.Y.	3,847,159	2,100,000	1,500,000	200,000	920,158	264,449	6	100	100	1st Mortgage.....	500,000	7	J. & D.	1884	....
Sept. 30, '73	7.00			Brooklyn, Bath & Coney I.N.Y.	245,048	180,000	80,000		65,908	30,566		100	100	Brooklyn, Bath & Coney I.:	80,000	7	J. & J.	1890	....
Sept. 30, '73	81.50	401	32	Brooklyn City.....N.Y.	2,424,800	2,000,000	300,000	90,000	1,496,294	306,196	14	100	100	1st Mortgage.....	300,000	7	J. & J.	1883	....
Sept. 30, '73	18.50	242	68	Brooklyn City & Newtown.N.Y.	813,273	300,000	400,000	32,353	197,186	66,122		100	100	Brooklyn City:	300,000	7	J. & J.	1883	....
Sept. 30, '73	19.83	200	50	Brooklyn, Cross-Town...N.Y.	663,517	300,000	300,000	40,765	167,843	27,223		100	100	1st Mortgage.....	400,000	7	J. & D.	1879	....
Sept. 30, '73	17.64	352	82	Buffalo street.....N.Y.	623,984	100,000	421,119	86,276	324,265	137,407		100	100	Brooklyn City & Newtown:	300,000	7	J. & J.	1883	....
Sept. 30, '73	11.13	142	26	Bushwick (Brooklyn)...N.Y.	359,971	300,000	102,000	2,628	44,408			100	100	1st Mortgage.....	300,000	7	J. & J.	1888	....
Sept. 30, '73	29.19			Cambridge (Boston)...Mass.	800,500	800,500			73,486	73,486	9	100	102	Brooklyn Cross-Town:	300,000	7	J. & J.	1888	....
Sept. 30, '73	1.70	22	4	Central City (Syracuse)...N.Y.	29,473	21,130	6,000		20,164	14,034	12	100	100	1st Mortgage.....	400,000	7	J. & J.	1888	....
Sept. 30, '73	24.00	960	128	Cen. P. & N.E.R. (N.Y.C.) N.Y.	1,948,585	1,667,700	1,200,000	8,857	909,098	242,290		100	100	Buffalo Street:	102,000	7	J. & J.	1889	....
Oct. 31, '73	9.08	208	47	Citizens' (Pittsburg)...Pa.	270,671	184,000			184,298	78,365	16	50	48	1st Mortgage.....	550,000	7	M. & N.	1893	....
Oct. 31, '73	9.08	350	50	Citizens' (Phila.).....Pa.	212,320	192,750			300,145	95,884	174	50	194	Bushwick:	100,000	7	J. & J.	1889	....
Sept. 30, '73	7.25	240	40	Coney Island (Brooklyn)...N.Y.	698,906		369,000	1,000	221,891	51,196		100	100	Cambridge (Boston):	150,000	6	J. & J.	1881	....
Sept. 30, '73	20.40	960	127	Dry Dock, E.B. & B. (N.Y.C.) N.Y.	2,090,847	1,200,000	1,000,000	39,924	1,275,623	640,633	8	100	100	1st Mortgage sinking fund	150,000	6	J. & J.	1881	....
Sept. 30, '73	10.70	12	3	Dunkirk and Fredonia...N.Y.	43,909	35,100			4,111	4,111	8	100	100	Central Park, N. & E. River:	550,000	7	F. & A.	1882	....
Oct. 31, '73	3.50	14	4	Easton and S. Easton...N.Y.	25,962	29,562			10,946	3,320	25	16		2d Mortgage.....	650,000	7	M. & N.	1890	....
Sept. 30, '73	1.62	1002	120	Eight Avenue (N.Y. City) N.Y.	1,683,574	1,000,000	203,000	66,200	798,040	149,564	12	100	100	1st Mortgage.....	307,000	7	J. & J.	1887	....
Oct. 31, '73	2.32	24	6	Eric City.....N.Y.	36,997	19,807	20,000	2,341	13,287	2,184	50	42		Coney Island & Brooklyn:	307,000	7	J. & J.	1887	....
Oct. 31, '73	5.50	60	23	Federal St. & Pl. Val. (Pbg.) N.Y.	132,842	63,250	90,000		45,735	9,000	25	22		1st Mortgage.....	100,000	7	J. & J.	1887	....
Sept. 30, '73	2.60	18	3	Fifth Ward (Syracuse)...N.Y.	44,766	29,335	10,000	2,150	13,699	1,673		100	100	D. Dock, E. B. & Battery:	100,000	7	J. & D.	1885	....
Sept. 30, '73	10.26	491	62	42d St. & Gr'd St. (N.Y.C.) N.Y.	1,054,679	748,000	238,000	29,301	556,757	295,048	9	100	100	1st Mortgage.....	203,000	7	J. & J.	1890	....
Oct. 31, '73	17.04	389	56	Frankford & Southwark (Ph.) Pa.	844,171	493,200	290,500		412,825	91,138	10	50	57	1st Mortgage.....	155,500	7	J. & J.	1877	....
Sept. 30, '73	3.60	26	5	Genesee & Water St. (Syr.) N.Y.	67,017	42,500	14,000		31,585	19,005	5	100	100	2d Mortgage.....	100,000	7	M. & N.	1891	....
Oct. 31, '73	3.60	64	6	Germantown (Phila.).....Pa.	562,270	307,545	350,000		405,614	97,884	6	50	31	Empire:	150,000	7	J. & J.	1890	....
Sept. 30, '73	33.75	182	37	Gr'd St. & Newtown (Bk'n) N.Y.	310,443	170,000	90,000	12,378	107,824	22,093		100	100	1st Mortgage.....	236,000	7	A. & O.	1878	....
Sept. 30, '73	7.75	20	4	Gr'd St. Prosp. Pk. & Flatb. N.Y.	437,011	200,000	200,000	37,028	80,056	1,016	4	50	30	Federal St. & Pleasant Val.:	50,000	7	J. & J.	1881	....
Oct. 31, '73	5.00	200	42	Green and Coates St. (Phila.) Pa.	244,441	150,000	100,000		180,288		4	50	30	1st Mortgage.....	155,500	7	J. & J.	1877	....
Oct. 31, '73	7.21	10	4	Harrisburg City.....Pa.	60,250	41,924	12,500		7,185			25	25	2d Mortgage.....	100,000	7	J. & J.	1884	....
Sept. 30, '73	1.12	239	35	Harlem, Br. Morr. & F'dham. N.Y.	287,302	29,100	135,000	1,604	89,000	18,391		100	100	1st Mortgage.....	250,000	7	J. & D.	1879	....
Sept. 30, '73	1.12	239	35	Hest. Mant. & F'mount (Ph.) Pa.	388,456	299,423	100,000	27,000	292,610	71,442	9	50	194	2d Mortgage.....	100,000	7	J. & J.	1883	....
Sept. 30, '73	3.25	3	9	Jamaica, Woodh' & Bklyn N.Y.	100,000	100,000			23,132	1,970		100	100	Frankford and Southwark:	155,500	7	J. & J.	1877	....
Oct. 31, '73	5.01	117	20	Kingston and Rondout...N.Y.	83,285	75,000			24,792	5,161	5	100	100	1st Mortgage.....	100,000	7	M. & N.	1891	....
Sept. 30, '73	4.04	60	12	Lombard and South st. (Ph.) Pa.	170,402	105,000	62,500		99,104	35,905	10	25	124	2d Mortgage.....	250,000	7	J. & D.	1879	....
Sept. 30, '73	3.46	65	15	Lowell Horse.....Mass.	81,704	80,000		3,500	34,127	2,597		100	100	1st Mortgage.....	100,000	7	J. & J.	1884	....
Sept. 30, '73	16.24	285	53	Lynn and Boston.....Mass.	277,581	200,500	50,000	43,697	164,270			100	100	Green and Coates street:	100,000	7	J. & J.	1878	....
Sept. 30, '73	3.46	65	15	Malden and Melrose (B'tn). Mass.	60,246	165,500	75,000		34,845	656	4	100	100	1st Mortgage.....	100,000	7	J. & J.	1878	....
Sept. 30, '73	46.29	1220	204	Medford & Charleat. (B'tn). Mass.	34,600	21,000	5,000		2,240	819		100	100	2d Mortgage.....	100,000	7	J. & J.	1884	....
Sept. 30, '73	16.24	285	53	Merrimac Valley.....Mass.	63,000	50,000			34,845	656	4	100	100	1st Mortgage.....	100,000	7	J. & J.	1878	....
Sept. 30, '73	46.29	1220	204	Metropolitan (Boston)...Mass.	2,371,609	1,500,000	589,390	982,854	91,633		3	100	42	Grand St. & Newtown:	90,000	7	A. & O.	1887	....
Sept. 30, '73	1.76	4	2	Middlesex (Boston)...Mass.	679,675	400,000	184,500	158,822	225,893	26,112		100	100	1st Mortgage.....	200,000	7	J. & J.	1891	....
Sept. 30, '73	4.00	400	100	Mohawk and Lion.....N.Y.	17,500	15,000			5,436	2,400	16	100	100	Grand St. P. P. & Flatbush:	200,000	7	J. & J.	1891	....
Sept. 30, '73	6.10	220	27	New York Elevated.....N.Y.	1,500,000	754,200		91,843	64,602			100	100	1st Mortgage.....	135,000	7	J. & J.	1889	....
Sept. 30, '73	3.21	10	2	Ninth Avenue (N. Y. City) N.Y.																

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq. 100	18,280,000	J. & J.	July '74 31	Long Island. 50	3,000,000	M. & S.	May '73 10	Vermont and Mass. 100	\$2,860,000	A. & O.	Apl. '74 1
Allegheny Valley 50	2,263,350	J. & J.	July '74 31	Louisv. Cin. and Lex. 50	1,823,483	J. & J.	July '69 3	Warren (N. J.) 100	1,800,000	J. & D.	Dec. '73 31
Atlanta and West Point. 100	1,232,200	J. & J.	July '74 31	" " pref. 100	848,700	J. & J.	Jan. '74 4	Warwick Valley 100	225,000	A. & O.	Apl. '72 24
Atlantic and Gulf 100	3,693,200	J. & J.	July '74 31	Louisville & Nashville. 100	8,980,800	F. & A.	Feb. '74 4	West Jersey. 100	1,558,750	F. & A.	Feb. '74 4
" " guar. 100	786,478	M. & N.	Nov. '73 31	Louisv., N. Alb. & Chi. 100	3,000,000	J. & D.	Dec. '70 3	Winchester & Potomac. 100	180,000	J. & J.	July '74 3
Atlantic and St. Law. 100	39,494,900	M. & S.	Sept. '73 2	Lowell and Lawrence 100	200,000	A. & O.	Apl. '74 3	Winchester & Strasburg. 100	600,000	J. & J.	July '74 31
" " new 1870. 100	1,500,000	J. & J.	July '74 31	Lykens Valley 20	600,000	F.M.A.N.	Feb. '73 24	Worcester and Nashua. 75	1,400,656	J. & J.	July '74 31
Avon, Genesee & Mt. M. 100	194,250	A. & O.	Oct. '72 14	Macon and Western 100	2,500,000	J. & J.	July '73 5				
Baltimore and Ohio. 100	13,151,962	M. & N.	May '74 5	Maine Central. 100	2,400,500	M. & N.	May '74 5				
Washington Br. 100	1,650,000	A. & O.	Apl. '74 5	Manchester and Law. 100	1,000,000	M. & N.	May '74 5				
Parkersburg Br. pref. 50	5,880,685	J. & J.	July '74 11	Marietta & Cincinnati. 50	1,372,891	M. & S.	Sep. '66 3				
Berkshire. 100	600,000	J.A.J.O.	July '74 11	" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3				
Blossburg & Corning. 50	280,000	J. & D.	Dec. '72 24	" " 2d pref. 50	4,460,368	F. & A.	Feb. '74 3				
Boston and Albany 100	19,684,100	M. & N.	May '74 5	Massachusetts. 100	400,000	F. & A.	Jan. '69 3				
Bos., Clin. & Fitchburg. 100	633,200	J. & J.	June '74 3	Memphis & Charleston. 25	5,312,725	J. & D.	Jan. '69 3				
Agricultural Br. guar. 100	60,000	J. & D.	June '74 3	Michigan Central 100	18,738,204	J. & J.	Jan. '73 4				
Bost., Conn. & Mont. 100	800,000	M. & N.	May '74 3	Mill Creek & Minehill. 50	823,375	J. & J.	July '74 5				
Boston and Lowell. 500	2,852,900	J. & J.	July '74 31	Milwaukee and St. Paul. 100	15,399,261	J. & J.	Dec. '70 7				
Boston and Maine. 100	6,816,807	M. & N.	May '74 4	" " pref. 100	12,274,483	F. & A.	Aug. '74 31				
Boston and Providence. 100	3,950,000	M. & N.	May '74 5	M. Hill & Schuyl. Harv. 100	3,856,450	J. & J.	July '74 31				
Buffalo, N. Y. and Erie. 100	960,000	F. & A.	Feb. '74 31	Morris and Essex. 100	14,008,100	M. & N.	July '74 31				
Burlington and Mo. Riv. 100	5,636,000	M. & S.	Sept. '74 5	Nashua and Lowell. 100	800,000	M. & N.	May '74 5				
" " pref. 100	1,485,900	M. & S.	Sept. '74 5	Naugatuck. 100	1,881,900	F. & A.	Aug. '74 5				
Camden and Amboy. 100	5,847,800	J.A.J.O.	Oct. '74 24	Nequehoning Valley. 50	1,000,000	M. & S.	Sept. '74 5				
Camden and Atlantic. 50	451,701	J. & J.	Oct. '74 31	Newark and N. York. 100	977,400	J. & J.	Jan. '74 31				
" " pref. 50	763,549	J. & J.	Oct. '74 7	N. Bedford. 100	1,678,500	M. & N.	May '74 4				
Cape Cod. 100	1,020,330	J. & J.	Jan. '72 24	N. Castle & Beaver Val. 50	1,800,000	J.A.J.O.	Apl. '74 24				
Cape May and Millville. 50	447,000	J. & D.	Dec. '73 3	N. Haven & Northamp. 100	606,000	J.A.J.O.	Sept. '73 3				
Catawqua & Fogelsv. 50	426,900	Novemb.	Nov. '71 6	New Jersey. 100	7,295,200	J.A.J.O.	Oct. '74 24				
Catawissa. 100	1,169,500	J. & J.	May '74 31	New London Northern. 100	1,418,800	J. & J.	July '74 4				
" " pref. 50	2,200,000	M. & N.	May '74 31	N. Y. Cen. & Hudson R. 100	59,428,330	A. & O.	Oct. '74 4				
Cayuga and Susq. 50	589,110	J. & J.	July '74 5	New York and Harlem. 100	8,500,000	J. & J.	July '74 4				
Cedar Rapids & Mo. R. 100	6,850,400	M. & N.	May '74 11	" " pref. 100	1,500,000	J. & J.	July '74 4				
" " pref. 100	769,600	F. & A.	Aug. '74 31	N. Y., N. H. & Harf. 100	15,500,000	J. & J.	July '74 5				
Central of Georgia. 100	4,666,800	J. & J.	July '73 5	N. Y. Provid. & Ocean. 100	2,000,000	J.A.J.O.	July '74 24				
Central of New Jersey. 100	20,000,000	J.A.J.O.	July '74 24	Nig. Bridge & Canaan. 100	1,000,000	J. & J.	July '74 3				
Central Ohio. 50	2,425,000	J. & D.	June '74 3	North Carolina. 100	4,600,000	irregular.	Jan. '73 5				
" " pref. 50	400,000	J. & D.	June '74 3	N. Eastern (N. C.) pref. 100	111,000	M. & N.	May '67 4				
Central Pacific. 100	54,275,500	Aug. '74 5	Aug. '74 5	North Pennsylvania. 50	3,473,500	January.	Jan. '74 5				
Chemung. 100	380,000	J.A.J.O.	Oct. '73 11	Northern Central. 50	5,842,000	M. & N.	July '74 31				
Cheshire, preferred. 100	2,100,000	J. & J.	July '74 2	N. rthern N. Hampsh. 100	3,088,400	J. & D.	June '74 4				
Chicago and Alton. 100	9,929,900	M. & S.	Sept. '74 5	Northern New Jersey. 100	1,000,000	J. & J.	July '74 4				
" " pref. 100	2,425,400	M. & S.	Sept. '74 5	Norwich and Worcester. 100	2,823,400	J. & J.	July '74 5				
Chicago, Burl. & Quincy. 100	19,897,000	M. & S.	Sept. '74 5	Ogdens & L. Champ. 100	3,077,800	J. & J.	July '74 3				
Chicago, Iowa & Nebras. 100	3,916,300	J. & J.	July '74 4	" " pref. 100	2,000,000	A. & O.	Apl. '74 4				
Chicago & N. Western. 100	14,993,080	J. & D.	Dec. '72 31	Ohio and Mississippi. 100	19,995,847	J.A.J.O.	Dec. '72 31				
" " pref. 100	21,484,113	J. & J.	July '73 31	Oil Cr. & Allegheny R. 50	4,024,474	J. & D.	Dec. '72 31				
Chicago, R. I. & Pacific. 100	19,000,000	A. & O.	Apl. '74 4	Old Colony & Newport. 100	6,297,900	J. & J.	July '74 31				
Cin. Ham. & Dayton. 100	3,500,000	A. & O.	Apl. '73 4	Oswego and Syracuse. 100	482,400	F. & A.	Feb. '74 1				
Cin. Sand. & Cleve. 100	2,980,550	J. & J.	Apl. '72 10	Pacific of Missouri. 100	3,635,750	J.A.J.O.	July '74 11				
" " pref. 50	429,404	M. & N.	May '74 2	Panama. 100	7,000,000	J.A.J.O.	Oct. '74 2				
Clev., Col., Cin. & Ind. 100	14,991,275	F. & A.	Aug. '74 4	Paterson and Hudson. 100	630,000	J. & J.	July '74 4				
Cleveland & Mahoning. 50	2,057,569	M. & N.	May '74 31	Paterson and Newark. 100	500,000	J. & J.	July '74 4				
Cleveland & Pittsburgh. 50	11,236,150	F.M.A.N.	Aug. '74 11	Paterson and Ramapo. 100	248,000	J. & J.	Jan. '74 4				
Col. Chic. & Ind. Cen. 100	13,000,000	M. & S.	June '74 2	Pember & Hightstown. 50	342,160	J. & J.	Jan. '74 3				
Columbus and Xenia. 5	1,786,800	M.J.S.D.	June '74 2	Pennsylvania. 68,144,475	M. & N.	May '74 5	May '74 5				
Colum. & Hocking Val. 100	2,500,000	F. & A.	Feb. '74 5	Peoria & Bureau Val. 100	1,200,000	F. & A.	Feb. '74 5				
Concord. 50	1,500,000	M. & N.	May '74 5	Philadelphia and Erie. 50	6,004,300	J. & J.	July '74 4				
Concord and Ports. 100	850,000	F. & A.	July '74 31	" " pref. 50	2,400,000	J. & J.	July '74 4				
Conn. & Passump. Riv. 10	2,100,000	J. & J.	July '74 31	Phil. Ger. & Norristown. 50	1,626,250	M.J.S.D.	Sept. '74 3				
Connecticut River. 10	1,950,000	J. & J.	July '74 5	Philadelphia & Reading. 50	32,684,375	J.A.J.O.	Oct. '74 2				
Cumberland Valley. 50	1,494,250	A. & O.	Apl. '74 4	" " pref. 50	1,551,800	J.A.J.O.	Oct. '74 2				
Danbury and Newwals. 50	600,000	M. & N.	Nov. '73 5	Phila. and Trenton. 100	1,259,100	J.A.J.O.	Oct. '74 2				
Delaware. 50	1,230,941	J. & J.	July '74 3	Phila., Wil. & Balt. 50	11,485,750	J. & J.	July '74 4				
Del., Lackaw. & Westn. 50	18,568,850	J.A.J.O.	July '74 24	Pittsbg., Ft. W. & Chi. 100	19,714,285	J.A.J.O.	Apl. '74 11				
Detroit & Milwaukee. 50	822,140	J. & O.	July '74 24	" " Special Imp. 100	2,000,000	J.A.J.O.	Apl. '74 11				
" " pref. 50	2,095,000	J. & J.	Dec. '69 7	Pittsfield & N. Adams. 100	460,000	J. & J.	July '74 3				
Dubuque & Sioux City. 100	500,000	A. & O.	Oct. '74 2	Portland and Kennebec. 100	618,700	J. & J.	July '74 3				
East Pennsylvania. 50	1,509,250	J. & J.	July '74 3	Yarmouth certificates. 100	202,400	A. & O.	July '72 3				
East Mahanoy. 50	392,950	J. & J.	July '74 3	Portl., Saco & Portsm. 100	1,500,000	J. & J.	Jan. '74 5				
Eastern (Mass.). 100	4,262,600	J. & J.	July '73 3	Providence & Worcester. 100	2,000,000	J. & J.	July '74 6				
Eastern (N. H.). 100	492,500	J. & J.	July '73 3	Raleigh and Gaston. 100	1,500,000	J. & J.	July '71 6				
Kimira, Jef. & Canand. 100	600,000	F. & A.	Feb. '74 24	Rensselaer & Saratoga. 100	6,000,000	J. & J.	July '74 4				
Kimira & Williamsport. 50	500,000	M. & N.	May '74 24	Roch. & Genesee Val. 110	557,500	J. & J.	July '74 4				
" " pref. 50	600,000	J. & J.	July '74 31	Rome, Watert. and Ogd. 100	2,995,900	J. & J.	July '74 31				
Erie Railway. 100	78,000,000	Oct. '73 1	Oct. '73 1	Rutland. 100	2,700,000	J. & J.	July '74 31				
" " pref. 100	8,535,910	Oct. '73 31	Oct. '73 31	" " preferred. 100	4,300,000	F. & A.	Aug. '74 31				
Erie and Pittsburg. 50	1,090,250	M.J.S.D.	Mar. '74 11	St. Croix and Penobscot. 100	100,000	J. & J.	July '71 2				
Fitchburg. 100	4,000,000	J. & J.	July '74 4	St. L., Alt. & T. Route. 100	2,300,000	J. & J.	July '74 3				
Georgia. 100	4,168,000	J. & J.	July '74 4	" " pref. 100	2,040,000	July.	July '74 3				
Grand River Val. guar. 100	1,000,000	J. & J.	July '74 4	St. Louis and Iron Mt. 100	10,000,000	F. & A.	Feb. '74 3				
Grand Trunk, (Ca.). 100	14,367,946	J. & J.	July '74 4	St. L., Kan. C. & North. 100	12,000,000	J. & J.	July '74 3				
Great Western, (Ca.). 100	19,237,404	A. & O.	Apl. '74 11	" " pref. 100	12,000,000	J. & J.	July '74 3				
Hannibal & St. Joseph. 100	4,151,700	F. & A.	Aug. '70 7	Saratoga and Schenec. 100	300,000	J. & O.	Apl. '74 31				
" " pref. 100	5,078,224	M. & N.	May '74 5	Schuylkill Valley. 50	576,050	J. & J.	July '74 24				
Hanover Branch, (Pa.). 50	116,850	M. & N.	May '74 5	Seaboard and Roanoke. 100	1,151,400	M. & N.	Nov. '70 3				
Harlem Extension. 100	4,000,000	J. & J.	July '74 31	Shamokin V. & Pottav. 50	869,450	F. & A.	Feb. '74 3				
Harrisburg & Lancaster. 50	1,182,500	J. & J.	July '74 31	Shore Line. 100	995,800	J. & J.	July '74 31				
Housatonic, pref. 100	1,180,000	J. & J.	July '74 4	South Branch (N. J.). 100	438,300	J. & J.	July '72 3				
Huntingdon & Bd Top. 50	880,000	J. & J.	July '74 4	South Carolina. 100	5,819,275	F. & A.	Feb. '72 1				
" " pref. 50	450,750	J. & J.	July '68 31	South Western, (Ga.). 100	3,939,900	F. & A.	Feb. '73 4				
Illinois Central. 100	25,280,510	F. & A.	Aug. '74 4	Staten Island. 100	660,000	J. & J.	July '74 4				
Indianapolis, Cin. & Laf. 50	7,885,497	M. & S.	Sept. '67 4	Stockbridge and Pitts. 100	448,700	J. & J.	July '72 3				
Iowa Falls & Sioux City. 100	4,625,000	J. & J.	July '74 2	Stony Brook. 100	287,300	M. & N.	May '72 3				
Jefferson, Mad. & Ind. 100	2,000,000	J. & J.	Jan. '66 5	Summit Branch. 50	2,502,250	F. & A.	Feb. '74 3				
Joliet and Chicago. 100	1,000,000	J.A.J.O.	July '74 11	Sussex (N. J.). 100	317,850	J. & J.</					

NATIONAL AND STATE SECURITIES.

						Interest.						Interest.			
						Rate.	Payable.	WHEN PAY- ABLE.	Market Price.						
National Securities, Sept. 1, 1874.															
Loan of June 14, 1858.....registered	\$260,000	5	Jan. & July.	1874	117	..	222,000	6	Various.	'74-'78	100	..	Various.	'74-'78	100
Loan of February 8, 1861.....registered	13,783,000	6	Jan. & July.	1880	117	..	3,832,500	6	Various.	'80-'89	100	..	Various.	'80-'89	100
.. coupon	4,632,000	6	Jan. & July.	1880	118	..	3,083,900	6	April & Oct.	1889	100	..	April & Oct.	1889	100
Oregon War Bonds of March 2, 1861.....coupon	945,000	6	Jan. & July.	1881	117	..	5,709,639	5	J. A. J. & O.	1890	80	..	J. A. J. & O.	1890	80
Loan of July 17, and Aug. 5, 1861.....registered	125,806,750	6	Jan. & July.	1881	117	..	828,222	5	"	1890	100	..	"	1890	100
.. coupon	63,514,600	6	Jan. & July.	1881	118	..	269,000	3	"	1890	100	..	"	1890	100
Loan of Feb. 25, 1862 (5-20s).....registered	16,572,600	6	May & Nov.	1882	112	..	3,072,083	6	Jan. & July.	1883	100	..	Jan. & July.	1883	100
.. coupon	150,687,100	6	Jan. & July.	1882	112	..	799,056	6	"	'85-'87	100	..	"	'85-'87	100
Loan of March 3, 1863.....registered	53,636,700	6	Jan. & July.	1881	117	..	750,000	5	Various.	'74-'80	100	..	Various.	'74-'80	100
.. coupon	21,363,300	6	May & Nov.	1881	118	..	2,758,000	6	Jan. & July.	'74-'76	100	..	Jan. & July.	'74-'76	100
Loan of March 3, 1864 (5-20s).....registered	946,600	6	"	1884	114	..	600,000	5	"	'77-'78	100	..	"	'77-'78	100
Loan of June 30, 1864 (5-20s).....registered	25,027,250	6	"	1884	115	..	888,000	5	"	1883	100	..	"	1883	100
.. coupon	33,018,950	6	May & Nov.	1885	114	..	8,578,244	5	May & Nov.	'83-'94	100	..	May & Nov.	'83-'94	100
Loan of March 3, 1865 (5-20s).....registered	33,732,200	6	"	1885	115	..	999,944	5	Mar. & Sept.	1888	100	..	Mar. & Sept.	1888	100
.. coupon	118,802,150	6	Jan. & July.	1885	115	..	10,205,532	5	April & Oct.	'88-'93	100	..	April & Oct.	'88-'93	100
.. 2d series (5-20s).....registered	56,943,700	6	"	1885	115	..	400,000	6	Jan. & July.	1877	100	..	Jan. & July.	1877	100
.. coupon	145,719,400	6	Jan. & July.	1885	115	..	3,599,024	5	"	1900	100	..	"	1900	100
.. 3d series (5-20s).....registered	87,891,250	6	"	1887	116	..	250,000	7	Jan. & July.	'77-'79	100	..	Jan. & July.	'77-'79	100
.. coupon	222,731,500	6	Jan. & July.	1887	116	..	439,000	6	Jan. & July.	'82-'90	100	..	Jan. & July.	'82-'90	100
.. 4th series (5-20s).....registered	13,951,000	6	"	1888	116	..	2,727,000	6	"	'87-'88	100	..	"	'87-'88	100
.. coupon	23,523,000	6	"	1888	117	..	12,801,000	6	"	'74-'86	100	..	"	'74-'86	100
Loan of March 3, 1864, (10-40s).....registered	141,229,350	5	Mar. & Sept.	1904	110	..	1,589,000	7	"	'76-'91	100	..	"	'76-'91	100
.. coupon	53,337,950	5	"	1904	111	..	1,301,000	6	"	var.	100	..	"	var.	100
Consols of July 14, '70 & Jan. 20, '71.....registered	179,302,900	5	F. M. A. & N.	1881	112	..	614,000	6	Jan. & July.	'89-'78	100	..	Jan. & July.	'89-'78	100
.. coupon	136,995,000	5	"	1881	112	..	600,000	6	Mar. & Sept.	'84-'88	100	..	Mar. & Sept.	'84-'88	100
Consols registered	.....	4 1/2	F. M. A. & N.	1886	112	..	494,500	6	April & Oct.	'73-'74	100	..	April & Oct.	'73-'74	100
.. coupon	.....	4 1/2	"	1886	112	..	2,690,000	6	Jan. & July.	'74-'02	100	..	Jan. & July.	'74-'02	100
Consols registered	.....	4 1/2	F. M. A. & N.	1901	112	..	561,500	5	J. A. J. & O.	pleas.	100	..	J. A. J. & O.	pleas.	100
.. coupon	.....	4 1/2	"	1901	112	..	900,000	5	"	1875	100	..	"	1875	100
Debt matured and without interest.....(var.)	515,705,573	.....	Due.	.....	.....	..	800,000	6	"	1875	100	..	"	1875	100
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	3	Ired.	.....	.....	..	348,107	5	"	pleas.	100	..	"	pleas.	100
Certificates of Indebtedness 1870.....(cur.)	678,000	4	1875	.....	.....	..	1,159,721	5	"	pleas.	100	..	"	pleas.	100
Pacific R. R. Bonds.....(currency)	64,623,512	6	Jan. & July.	'95-'99	117	..	1,106,420	4	"	1874	100	..	"	1874	100
United States Notes	382,076,697	var.	.....	.....	.....	..	111,200	4	"	'72-'73	100	..	"	'72-'73	100
Fractional Currency.....	45,797,675	.....	.....	.....	.....	..	10,135,260	8	"	'74-'77	100	..	"	'74-'77	100
State Securities, latest dates.															
Alabama—(\$11,258,839):															
.. Bonds (old and extended), 1866 and '72..	3,230,800	5	May & Nov.	'86-'92	.....	..	1,159,721	5	"	pleas.	100	..	"	pleas.	100
.. Bonds (new), 1866, '68 '72 and '73.....	2,477,700	8	Jan. & July.	'86-'93	.....	..	1,106,420	4	"	1874	100	..	"	1874	100
.. State Bonds for Railroads.....	2,300,200	8	"	'90-'91	.....	..	111,200	4	"	'72-'73	100	..	"	'72-'73	100
.. Railroad endorsements.....	16,886,000	8	"	'90-'91	.....	..	10,135,260	8	"	'74-'77	100	..	"	'74-'77	100
Arkansas—(\$10,885,000):						..	19,861,000	7	Jan. & July.	1877	100	..	Jan. & July.	1877	100
.. Funded Bonds, (\$4,400,000) 1869 and 70.	2,850,000	6	Jan. & July.	'99-'00	.....	..	1,200,000	7	"	1877	100	..	"	1877	100
.. Levee Bonds, 1871.....	2,200,000	7	"	1891	.....	..	4,738,800	6	Jan. & July.	'72-'92	19	..	Jan. & July.	'72-'92	19
.. Deficiency Bonds, 1872.....	300,000	7	"	1882	.....	..	3,639,400	6	April & Oct.	'72-'92	19	..	April & Oct.	'72-'92	19
.. Railroad Aid Bonds 1869 to '73.....	5,550,000	7	April & Oct.	'99-'00	.....	..	3,009,045	6	Jan. & July.	'92-'96	19	..	Jan. & July.	'92-'96	19
California—(\$3,796,500):						..	1,539,000	6	April & Oct.	'92-'96	19	..	April & Oct.	'92-'96	19
.. Civil Bonds 1857 and '60.....	1,689,000	7	Jan. & July.	'77-'80	111	..	2,417,400	6	Jan. & July.	'78-'96	14	..	Jan. & July.	'78-'96	14
.. Relief Fund Bonds, 1863.....	110,000	7	"	'83-'85	.....	..	1,721,400	6	April & Oct.	'78-'96	14	..	April & Oct.	'78-'96	14
.. State Capitol Bonds, 1871 and '7.....	500,000	7	"	'91-'92	.....	..	11,407,000	6	"	'98-'00	6	..	"	'98-'00	6
.. Funded Debt of 1873.....	1,497,500	6	"	1893	.....	..	147,150	6	Jan. & July.	1870	100	..	Jan. & July.	1870	100
Connecticut—(\$5,095,900):						..	1,585,900	6	"	1875	100	..	"	1875	100
.. War Loan, (10-30 yrs) of July 1, 1861.....	532,800	6	Jan. & July.	1881	103	..	4,074,817	6	"	1881	102	..	"	1881	102
.. War Loan, (20 yrs) of Jan. 1863 and '64.	2,232,500	6	"	'83-'84	.....	..	2,400,000	6	"	1886	100	..	"	1886	100
.. War Loan, (10-30 yrs) of Oct. 1, 1864.....	589,500	6	April & Oct.	1894	.....	..	90,477	7	Jan. & July.	'74-'84	100	..	Jan. & July.	'74-'84	100
.. War Loan, (20 yrs) tax free, of Oct. 1, '64	1,741,100	6	"	1885	.....	..	200,000	7	"	1890	100	..	"	1890	100
Delaware—(\$1,231,000):						..	400,000	6	April & Oct.	1879	100	..	April & Oct.	1879	100
.. State War Debt.....	879,000	6	Jan. & July.	1885	.....	..	483,000	6	Jan. & July.	1882	100	..	Jan. & July.	1882	100
.. Railroad Aid (J. and Breakwater R. R.)	352,000	6	"	1885	.....	..	2,637,500	5	Feb. & Aug.	1877	100	..	Feb. & Aug.	1877	100
District of Columbia—(\$4,790,000):						..	238,000	5	"	1878	100	..	"	1878	100
.. Improvement (gold) bonds.....	4,000,000	6	Jan. & July.	1902	.....	..	35,000	6	"	1878	100	..	"	1878	100
.. Improvement (cur.) bonds.....	790,000	7	"	1902	.....	..	907,200	6	"	'74-'82	100	..	"	'74-'82	100
Florida—(\$6,645,763):						..	18,798,950	6	"	'74-'82	100	..	"	'74-'82	100
.. Bonds of 1871 and 1873.....	957,000	7	Jan. & July.	var.	.....	..	83,032	6	June & Dec.	1876	100	..	June & Dec.	1876	100
.. Railroad Loan (gold) of 1870.....	4,000,000	8	"	1890	.....	..	500,000	6	April & Oct.	1876	100	..	April & Oct.	1876	100
.. Consolidated (gold) Bonds of 1873.....	1,000,000	6	"	1903	.....	..	1,019,000	6	Mar. & Sept.	1882	100	..	Mar. & Sept.	1882	100
Georgia—(\$1,871,084):						..	205,000	6	April & Oct.	1883	100	..	April & Oct.	1883	100
.. Bonds for Western & Atlantic R. R.....	784,700	6	May & Nov.	1874	79	..	668,000	6	Jan. & July.	1893	100	..	Jan. & July.	1893	100
.. Bonds for Western & Atlantic R. R.....	172,500	7	"	1874	.....	..	746,000	6	Feb. & Aug.	1894	100	..	Feb. & Aug.	1894	100
.. Bonds for Atlantic and Gulf R. R.....	800,000	6	Feb. & Aug.	'78-'86	.....	..	953,488	6	Jan. & July.	pleas.	100	..	Jan. & July.	pleas.	100
.. Bonds of March 12, 1866.....	3,900,00	7	Jan. & July.	1886	90	..	805,344	6	J. A. J. & O.	1870	100	..	J. A. J. & O.	1870	100
.. Bonds (gold) of Sept. 1870.....	2,098,000	7	April & Oct.	1890	.....	..	143,114	6	Jan. & July.	'71-'96	100	..	Jan. & July.	'71-'96	100
.. Bonds of Feb. 19, 1873.....	1,200,000	8	"	'75-'86	.....	..	481,944	5	"	1865	100	..	"	1865	100
.. Railroad endorsements.....	7,923,000	var	Various.</												

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Brunswick and Albany:						
1st Mortgage.....	\$930,000	7	Jan. & July.	New York.	1886	....	1st Mort.(gold)end. by Ga.tax fr.	\$3,630,000	6	April & Oct.	New York.	1908	....
Alabama Central:							2d Mort. sinking fund gold.....	2,350,000	7	" "	" "	1893	....
1st Mortgage.....	1,600,000	8	Jan. & July.	New York.	1901	....	Buffalo, Bradford and Pittsburg:						
Alabama and Chattanooga:							General Mortgage.....	580,000	7	Jan. & July.	New York.	1896	....
1st Mortgage, guar. by Ala.....	16,000pm	8*	Jan. & July.	New York.	1889	....	Buffalo, Corry and Pittsburg:						
2d Mortgage.....	9,000pm	8	" "	" "	1889	....	1st Mortgage.....	700,000	7	March & Sept.	New York.	1886	....
Alabama and Georgia:							Buffalo, New York and Erie:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....	1st Mortgage.....	2,000,000	7	June & Dec.	New York.	1877	85
Albany and Susquehanna:							Buffalo, New York & Phila.:						
1st Mortgage.....	1,600,000	7	Jan. & July.	New York.	1888	103 1/2	1st Mortgage.....	3,000,000	6	Jan. & July.	New York.	1896	....
2d Mortgage.....	2,000,000	7	April & Oct.	" "	1885	101	Burlington, Cedar Rapids & Minn.:						
3d Mortgage.....	399,000	7	May & Nov.	" "	1881	92 1/2	1st Mortgage coin or stg skg f.d.	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	56
Albany Loan	1,000,000	6	" "	Albany.	1895	....	Burlington and Missouri River:						
Alexandria and Fredericksburg:							Land and R. R. Mortgage.....	5,068,350	7	April & Oct.	Boston.	1893	99
1st Mortgage.....	1,000,000	7	June & Dec.	New York.	1896	....	Stock Bonds pref. 2d lien.....	600,000	7	Jan. & July.	" "	1875	98 1/2
Allegheny Valley:							Stock Bonds pref. 3d lien.....	1,200,000	8	" "	" "	1878	....
General Mortgage.....	4,000,000	7.3	Jan. & July.	New York.	1896	88 1/2	Stock (common) Bonds.....	980,000	8	April & Oct.	" "	1879	97 1/2
Special Mortgage to Penn.....	3,500,000	6	" "	Harrisburg.	....	....	Stock (common) Bonds.....	899,500	8	Jan. & July.	" "	1894	98 1/2
Androscoquin:							Stock (common) Bonds.....	1,377,840	8	" "	" "	1889	....
1st Mortgage (Bath Loan).....	425,000	6	Jan. & July.	Bath, Me.	1891	....	Burlington & Mo. Riv. in Neb.:						
Arkansas Central (narrow gauge):							1st Mortgage convertible.....	5,587,971	8	Jan. & July.	Boston.	1894	98
1st Mortgage.....	8,000pm	8*	Jan. & July.	New York.	1891	....	Burlington and Southwestern:						
Atchison and Nebraska:							1st Mortgage.....	20,000pm	8	May & Nov.	Boston.	1895	19
1st Mortgage.....	3,500,000	8	Jan. & July.	Boston.	1891	43 1/2	Cairo and Fulton (Arkansas):						
Atchison, Topeka and Santa Fe:							1st Mort. (R.R. & lands) S.F. gold	8,000,000	7*	Jan. & July.	New York.	1891	85
1st Mortgage (gold).....	15,000pm	7*	Jan. & July.	Boston.	1899	57	Cairo and St. Louis (3 ft. gauge):						
Land Grant Mortgage (gold).....	7,500pm	7*	April & Oct.	" "	1902	....	1st Mortgage.....	2,250,000	7	April & Oct.	New York.	1901	....
Atlanta and Richmond Air Line:							Cairo and Vincennes:						
1st Mortgage (guar. by Ga.).....	16,000pm	8	Jan. & July.	New York.	1900	64	1st Mortgage, gold.....	3,500,000	7*	April & Oct.	New York.	1901	....
Atlantic and Great Western:							California Pacific:						
1st Mortgage (gold).....	18,000,000	7*	Jan. & July.	London.	1902	....	1st Mortgage, sinking fund.....	2,250,000	7*	Jan. & July.	New York.	1889	....
2d Mortgage (gold).....	12,000,000	7*	March & Sept.	" "	1902	....	Camden and Atlantic:						
3d Mortgage (gold) Income.....	29,000,000	7*	May & Nov.	" "	1902	....	2d Mortgage of 1854.....	500,000	7	April & Oct.	Camden.	1879	100 1/2
Atlantic and Gulf:							Camden and Burlington County:						
Consolidated (285 m.) free U. S. tax	2,000,000	7	Jan. & July.	New York.	1897	....	Consolidated 1st Mortgage.....	388,000	6	Feb. & Aug.	Philadelphia.	1900	90
Sectional (S.A. & G. R.R.) bonds	310,000	7	" "	" "	var.	....	Canada, Michigan and Chicago:						
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	" "	1888	....	1st Mort. (skg fd) for \$2,750,000..	.....	7	" "	New York.	....	....
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	....	Canada Southern:						
Atlantic and Lake Erie:							1st Mort (skg fd)gd for \$9,000,000	8,760,000	7*	Jan. & July.	N. Y. L. & F.	1906	53
1st Mort. (gold) for \$5,000,000.....	.....	7*	Jan. & July.	New York.	1901	....	Carthage & Burlington (C.B. & Q.):						
Atlantic, Miss. and Ohio (428 m.):							1st Mortgage guar. and tax free..	600,000	8	May & Nov.	New York.	1879	..
1st Mortgage for \$15,000,000.....	.....	7	Jan. & July.	New York.	1901	....	Catawissa:						
Atlantic and North Carolina:							1st Mortgage (old).....	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage.....	200,000	8	Jan. & July.	New York.	1873	....	1st Mortgage (new).....	1,300,000	7	" "	" "	1900	100 1/2
Atlantic and Pacific:							Chattel Mortgage.....	158,350	5	" "	" "	1880-89	61
Land Mortgage gold bonds.....	3,000,000	6*	Jan. & July.	New York.	1888	....	Cazenovia and Canastota:						
1st Mort. (So. Pac. R.R. gold b'ds	7,250,000	6*	" "	" "	1888	....	1st Mortgage, gold.....	250,000	7	Feb. & Aug.	New York.	1890	....
Atlantic and St. Lawrence:							Cedar Falls and Minnesota:						
1st Mortgage (sterling) of 1853....	484,000	6*	May & Nov.	London.	1878	....	1st Mort. (C. F. to Waverly)....	294,000	7	April & Oct.	New York.	1884	....
2d Mortgage (sterling) of 1864.....	1,499,966	6*	April & Oct.	" "	1884	....	1st Mort. (W. to Minn. Line).....	1,377,000	7	Jan. & July.	" "	1907	77
3d Mortgage (sterling) of 1871.....	712,932	6*	May & Nov.	" "	1891	....	Cedar Rapids & Mo. Riv. (C. & N.W.):						
Bald Eagle Valley:							1st Mortgage, 1st Div. \$10,000pm	700,000	7	Feb. & Aug.	New York.	1891	83
1st Mortgage.....	371,200	6	Jan. & July.	Philadelphia.	1881	....	1st Mortgage 2d Div. \$10,000 p. m.	582,000	7	" "	" "	1894	87 1/2
2d Mortgage.....	100,000	7	" "	" "	1884	....	1st Mortgage 3d Div. \$16,000 p. m.	2,332,000	7	May & Nov.	" "	1916	85
Baltimore and Ohio:							Central Branch Union Pacific:						
Loan of 1856-75.....	857,250	6	Jan. & July.	Baltimore.	1875	101	1st Mort. (Atch. & Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....
Loan of 1856-80.....	579,500	6	" "	" "	1880	101 1/2	2d Mortgage Govern'mt subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Loan of 1856-85.....	1,710,500	6	April & Oct.	" "	1885	102 1/2	Central of Georgia:						
Loan of 1856-90 (Balt.) skg fd.....	3,461,146	6	Jan. & July.	" "	1890	....	1st Mortgage.....	789,000	7	March & Sept.	New York.	1875	....
Loan of 1870-96 (etc.) skg fund.....	3,620,320	6	March & Sept.	London.	1895	....	Central of Iowa:						
Loan of 1872-1902 (etc.) S. F.....	9,498,016	6	" "	" "	1902	....	1st Mortgage, gold, \$16,000 p. m.	3,248,000	7*	Jan. & July.	New York.	1899	46
3d Mort. (N. W. Va. R.R.) assumed	140,000	6	Jan. & July.	Baltimore.	1885	92	2d Mortgage, gold, \$4,000 p. m..	812,000	7	April & Oct.	" "	1901	....
Baltimore and Potomac:							Central of New Jersey:						
1st Mort. (Tunnel) gold guar.....	1,500,000	6*	Jan. & July.	Baltimore.	1911	....	2d (now 1st) Mortgage (balance)	174,000	7	May & Nov.	New York.	1875	190
1st Mortgage (R. R.) gold guar.....	3,500,000	6*	April & Oct.	" "	1911	....	Convertible bonds of 1872.....	3,612,700	7	" "	" "	1902	102
Bangor and Piscataquis:							New Mortgage for \$5,000,000.....	5,000,000	7	Feb. & Aug.	" "	1890	105 1/2
1st Mortgage (Bangor loan).....	600,000	6	April & Oct.	Bangor.	1899	....	Loan of Lehigh & Nav. Co. (asu'd)	2,310,000	6	J. A. & J. O.	Philadelphia.	1897	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	" "	1901	....	Central Ohio (B. & O.):						
Bay City and East Saginaw:							1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	90 1/2
1st Mort. guar. by B. & P. M. Co.	100,000	10	Jan. & July.	Detroit.	1886	....	Central Pacific of California:						
Bedford and Bridgeport:							1st Mortgage, 30 years bonds, gold	25,883,000	6*	Jan. & July.	New York.	1905-99	91 1/2
1st Mortgage.....	500,000	8	April & Oct.	Philadelphia.	1891	....	Convertible 20 years bonds, gold	1,432,000	7	" "	" "	1883	100
Belfast and Moosehead Lake:							State Aid B'ds (Int. by State) gold	1,500,000	7*	" "	" "	1885	99 1/2
1st Mortgage (gold).....	150,000	6	May & Nov.	Portland.	1890	....	1st Mort. (Western Pacific) gold	2,735,000	6*	" "	" "	1899	82 1/2
Belleville and Southern Illinois:							1st Mort. (Calif. & Oregon) gold	7,066,000	6*	" "	" "	1885-92	....
1st Mort., guar. by St. L. & A. T. H.	1,100,000	8	April & Oct.	New York.	1896	99 1/2	1st Mort. (S. Fr. Okld. & Ala.)..	500,000	8*	" "	San Francisco	1890	....
Beloit and Madison (C. & N.W.):							1st Mort. (San Joaquin V. D.) gold	6,030,000	6*	April & Oct.	New York.	1900	....
1st Mortgage.....	333,000	7	Jan. & July.	New York.	1888	....	Land bonds (Cen. Pac. Co.) gold	9,153,000	6*	" "	" "	1890	....
Belvidere Delaware:							Charleston and Savannah:						
1st Mortgage (guar. by C. & D.)	1,000,000	6	June & Dec.	New York.	1877	95	1st Mortgage guar. by S. Car....	505,000	6	March & Sept.	Charleston.	1877	....
2d Mortgage (A. Co. and	499,500	6	March & Sept.	Princeton.	1885	83	Funded Interest on 1st Mort.....	157,400	7	" "	" "	1889	....
3d Mortgage (Penn. R. R. Co.)	745,000	6	Feb. & Aug.	" "	1887	83	Charlotte, Columbia & Augusta:						
Blue Ridge (S. Car.):							1st Mortgage.....	2,100,000	7	Jan. & July.	New York.	1895	....
1st Mortgage guar. by State, gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....	Charters:						
Boston and Albany:							1st Mort., guar. by Penna.....	400,000	7	April & Oct.	Philadelphia.	1901
Currency bonds of													

AMERICAN RAILROAD BOND LIST.

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An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Chester & Chicago Br. Junction:							Cinc. & Indiana (Ind. C. & La.F.):						
1st Mort. for \$1,000,000 skg fund	\$1,000,000	10	May & Nov.	St. Louis.	1877	....	1st Mortgage guaranteed.....	\$500,000	7	June & Dec.	New York.	1892	....
Chester and Tamaras:							2d Mortgage guaranteed.....	1,500,000	7	Jan. & July.	" "	'77 '87	70
1st Mortgage.....	660,000	7*	May & Nov.	New York.	1901	....	Cinc., Richmond & Fort Wayne:						
Chester Valley:							1st Mortgage gold, guar.....	1,800,000	7*	June & Dec.	New York.	1921	....
1st Mortgage (in default).....	500,000	7	May & Nov.	Philadelphia.	1872	....	Cincinnati, Sandusky and Clev.:						
Chicago and Alton:							1st Mortgage (C. S. & C.).....	1,067,421	7	June & Dec.	New York.	1890	6 1/2
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	100	1st Mort. (San. Day. & Cin.) S.F.	988,000	6	Feb. & Aug.	Boston.	1900	76 1/2
1st Mortgage.....	2,408,000	7	Jan. & July.	" "	1893	105	1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	" "	1877	89 1/2
2d Mortgage Income.....	1,100,000	7	April & Oct.	" "	1883	98	Cincinnati and Springfield:						
1st Mort. (St. L. J. & C.) assumed	564,000	7	" "	" "	1894	90	1st Mortgage for \$2,000,000 (guar)	.....	7	April & Oct.	New York.	1901	....
2d Mort. (")	188,600	7	Jan. & July.	" "	1898	....	Cincinnati and Terre Haute:						
Chicago, Burlington and Quincy:							1st Mort. (Ind. Div.) for \$6,000,000	.....	7	" & "	New York.	1901	....
Trust Mortgage skg fund.....	2,592,000	8	Jan. & July.	New York.	1883	111	Cincinnati, Wabash and Mich.:						
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....	1st Mortgage for \$16,000 p. m.	.....	7	Jan. & July.	New York.	1891	....
Trust Mortgage (Burl. to Peoria)	680,000	7	April & Oct.	" "	1890	....	Clev., Col., Cin. & Indianapolis:						
2d Mort. (Northern Cross) gold..	941,000	4 1/2	July.	Frankfort.	1890	....	1st Mortgage sinking fund.....	2,214,000	7	May & Nov.	New York.	1899	104
Loan of 1872.....	6,983,225	7	Jan. & July.	Boston.	1896	97	1st Mort. (C. & C. R. R.)..	272,000	7	June & Dec.	" "	'73 '84	....
1st Mort. (Am. Cen. R.R.) guar.	736,000	8	" "	New York.	1878	....	1st Mort. (Bell. and Ind. R.R.)..	514,000	7	Jan. & July.	" "	1896	....
1st Mort. (Peo. & Han.) guar.....	600,000	8	" "	" "	1878	....	Clev. & Mahoning (A. & Gt. Wtn.):						
1st Mort. (Keok. & St. Paul) guar.	1,000,000	8	April & Oct.	" "	1879	98 1/2	1st Mortgage 1853.....	650,000	7	Feb. & Aug.	New York.	1873	..
1st Mort. (Dix. Peo. & Han.) guar	800,000	8	Jan. & July.	" "	1889	98	3d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Car. & Burl.) guar.....	600,000	8	May & Nov.	" "	1879	98 1/2	1st Mort. (Branch) 1863.....	71,000	7	Jan. & July.	" "	1873	....
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	99 1/2	Clev., Mt. Vernon and Delaware:						
1st Mort. (O. O. & Fox Rv.) guar.	1,260,000	8	" "	" "	1900	97 1/2	1st Mortgage gold.....	1,500,000	7*	Jan. & July.	New York.	1900	....
1st Mort. (Ill. Gr. Trunk) guar.	960,000	8	April & Oct.	" "	1890	59	Cleveland and Pittsburg (Pa. Co.):						
Chicago, Cincinnati and Louisv.:							2d (now 1st) Mortgage guar.....	790,500	7	March & Sept.	New York.	1873	102 1/2
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1887	....	3d (now 2d) Mortgage guar.....	1,358,000	7	May & Nov.	" "	1875	100 1/2
Chicago, Clinton & Dubuque:							4th (now 3d) Mortgage guar.....	1,096,000	6	Jan. & July.	" "	1892	50
1st Mort. guar. C. & B. & Q.....	1,300,000	8	Jan. & July.	Boston.	1896	80	Consol. sinking fund guar.....	528,000	7	May & Nov.	" "	1900	161
Chicago, Danville and Vincennes:							Colebrookdale:						
1st Mortgage (Ill. Div.) gold.....	2,500,000	7*	April & Oct.	New York.	1909	90	1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
1st Mortgage (Ind. Div.) gold.....	1,500,000	7*	" "	" "	1912	90	Colorado Central (3 ft. gauge):						
Chicago, Dubuque & Minnesota:							1st Mortgage.....	225,000	8	June & Dec.	Boston.	1890	....
1st Mortgage guar. \$25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1896	41	Columbus, Chicago & Ind. Cent.:						
Chicago and Illinois Southern:							1st Mortgage Consol. skg fund..	15,344,750	7	April & Oct.	New York.	1908	72 1/2
1st Mortgage for \$19,000 p. m. ....	.....	8	March & Sept.	New York.	1900	....	2d Mortgage Consol. skg fund..	3,679,900	7	Feb. & Aug.	" "	1909	25
Chicago and Iowa:							Columbus, Springfield and Cin.:						
1st Mortgage for \$2,200,000.....	1,750,000	8	Jan. & July.	New York.	1900	92 1/2	1st M. (assumed by Cinn., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Chicago, Iowa and Nebraska:							Columbus and Hocking Valley:						
2d Mort. (now 1st) guar. C. & N.W.	592,000	7	Jan. & July.	Boston.	1880	93 1/2	1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....
3d Mort. (now 2d) guar. C. & N.W.	218,000	7	Feb. & Aug.	New York.	1892	....	1st Mortgage (Branch).....	200,000	7	Jan. & July.	" "	1880	....
Chicago and Northwestern:							General Mortgage.....	1,000,000	7	April & Oct.	" "	1891	....
Preferred sinking fund (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	100	Columbus and Xenia:						
Funded coupons (193 m.).....	750,000	7	May & Nov.	" "	1883	98	1st Mortgage, guar. by Pa. Co..	302,000	6	March & Sept.	New York.	1890	..
General 1st Mortgage (193 m.)..	3,588,000	7	Feb. & Aug.	" "	1886	97	Connecticut and Passumpsic Riv.:						
Appleton Ext. (23 m. & 76,000 ac.)	174,000	7	" "	" "	1885	89	1st Mortgage sinking fund.....	448,100	6	June & Dec.	Boston.	1876	96
Green Bay Ext. (26m & 76,000 ac.)	284,000	7	" "	" "	1885	89	Notes payable, conv. at par ..	594,000	7	" "	" "	1876	97 1/2
Equipment (Engs. & Cars \$406,000)	101,000	7	April & Oct.	" "	1874	....	1st Mort. (Massachusetts) guar. gold	400,000	6*	Jan. & July.	" "	1889	....
1st Mort. (Gal. & Chic. 248 m.)..	1,775,000	7	Feb. & Aug.	" "	1882	100 1/2	Connecticut River:						
2d Mort. (Gal. & Chic. 248 m.)..	938,000	7	May & Nov.	" "	1875	99 1/2	1st Mortgage skg fund.....	250,000	7	March & Sept.	Boston.	1875	....
Miss. Riv. Bridge (").....	200,000	7	Jan. & July.	" "	1884	....	Connecticut Valley:						
Elgin & State Line (").....	129,500	7	" "	" "	1878	....	1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901	....
1st Mort. (Peninsula 79m. & land)	331,000	7	March & Sept.	" "	1898	85	Connecticut Western:						
Consol. skg fund (C. & N.W. R'y)	3,105,000	7	F. M. A. & N.	" "	1915	85	1st Mortgage for \$2,500,000.....	2,008,500	7	Jan. & July.	Hartford.	1890	....
Consol. gold bonds for \$48,000,000	4,554,000	7*	June & Dec.	" "	1902	78	Connecting (Philadelphia):						
1st Mort. (Madison Exten.) gold	3,150,000	7*	May & Nov.	" "	1911	....	1st Mort. ABCD & E \$200,000 each	1,000,000	6	March & Sept.	Philadelphia.	1.2.3.4.	88 1/2
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....	Cooperstown and Susq. Valley:						
1st Mort. (Chi. & Mil. R.R.) guar.	359,000	7	May & Nov.	" "	1874	....	1st Mortgage.....	100,000	7	March & Sept.	New York.	1889	....
2d Mort. (Mil. & Chi. R.R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....	Cowanesque Valley:						
3d Mort. (") guar.....	9,500	7	June & Dec.	" "	1898	92	1st Mortgage, gold.....	100,000	7*	Jan. & July.	New York.	1902	....
1st Mort. (Chic. & Mil. R.W.) guar	1,141,000	7	Jan. & July.	" "	1898	....	Cumberland & Penn. (Consol. Coal):						
1st Mort. (Bel. & Mad. R.R.) guar.	306,000	7	" "	" "	1888	....	2d Mortgage.....	903,500	7	March & Sept.	New York.	1891	....
Chicago & Northern Pac. Air-L.:							2d Mortgage, sinking fund.....	709,000	7	May & Nov.	" "	1888	....
1st Mort. (skg fd gold \$25,000pm)	.....	7*	June & Dec.	New York.	1902	....	Cumberland Valley:						
Chicago & Mich. Lake Shore:							1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....
1st Mort. of Sept. 1, '89, \$16,000pm	1,350,000	8	May & Nov.	New York.	1889	30	2d Mortgage.....	199,500	8	" "	" "	1908	....
1st Mort. of Nov. 1, '71, \$16,000pm	.....	8	March & Sept.	" "	1891	....	Plain bonds.....	81,800	6	Jan. & July.	" "	1884	....
Chicago, Omaha and St. Joseph:							Danbury and Norwalk:						
1st Mortgage for \$8,000,000.....	.....	8	April & Oct.	New York.	1901	....	1st Mortgage of July 1, 1860....	100,000	7	Jan. & July.	New York.	1880	....
Chicago and Paducah (C. B. & Q.):							1st Mortgage of July 1, 1870....	200,000	7	" "	" "	1890	....
1st Mortgage \$26,000 p. m. gold..	.....	7*	.....	Boston.	1901	....	1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia.	1887	58
Chi., Pekin & Southern (C. & B. Q.):							Davenport and St. Paul:						
1st Mortgage for \$10,000 per mile	.....	8	Feb. & Aug.	New York.	1901	100	1st Mort. gold skg fd \$20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Chicago, Rock Island and Pacific:							Dayton and Michigan (C. H. & D.):						
1st Mortgage (C. & R. I.) balance	104,000	7	Jan. & July.	New York.	1870	....	1st Mortgage sinking fund guar.	1,931,000	7	Jan. & July.	New York.	1884	....
1st Mort. skg fund (C. & R. I. & Pac.)	8,600,000	7	" "	" "	1896	106 1/2	2d Mortgage, guar.....	44,000	7	March & Sept.	" "	1887	....
Chi. & Southwestern (C. & R. I. & Pac.):							3d Mortgage, guar.....	361,000	7	April & Oct.	" "	1888	....
1st Mort. gold, tax free, guar.....	5,000,000	7*	May & Nov.	New York.	1889	....	Toledo Depot bonds guar.....	105,500	7	March & Sept.	" "	'81-'94	....
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....	Dayton and Union:						
Chicago & Wisconsin Midland:							1st Mortgage, registered.....	140,000	7	March & Sept.	New York.	1879	....
1st Mort. g'd skg fd for \$41,000,000	.....	7*	Jan. & July.	New York.	1902	....	2d Mortgage.....	135,000	7	June & Dec.	" "	1879	....
Chicago and Superior:							Income Bonds.....	252,445	6	" "	" "	1879	....
1st Mortgage (Mad. & Portage) g'd	600,000	7*	April & Oct.	New York.	1900	Dayton and Western (Pa. Co.):						

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			When.	Where.						When.	Where.		
Detroit, Eel River and Illinois:							Framingham and Lowell:						
1st Mortgage for \$22,000 p.m.	\$.....	8	Jan. & July.	New York.	1891	....	1st Mortgage.....	\$477,883	7	May & Nov.	Boston.	1891	90
Detroit, Hilldale and Indiana:							Fredrick and Pennsylvania Line:						
1st Mort. \$16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	30	1st Mortgage gold.....	250,000	6*	April & Oct.	Baltimore.	1900	....
2d Mortgage.....	300,000	8	Jan. & July.	" "	1891	....	Galena & Chic. Union (C.&N.W.):						
Detroit, Lansing & L. Michigan:							1st Mortgage.....	1,785,000	7	Feb. & Aug.	New York.	1882	101
1st Mortgage (consolidation).....	3,000,000	8	April & Oct.	Boston.	1896	70	2d Mortgage.....	948,000	7	May & Nov.	" "	1875	99
Detroit and Milwaukee:							Elgin and State Line Purchase..	135,000	6	Jan. & July.	" "	1878	....
1st Mortgage, (D. & M.R.'y) conv.	2,500,000	8	May & Nov.	New York.	1875	....	Mississippi Bridge.....	200,000	7	" "	" "	1884	....
2d Mortgage.....	1,000,000	8	" "	" "	1875	....	Georgia (and Banking):						
1st Funded Coup. (D. & M.R.R.)	625,924	7	Jan. & July.	" "	1875	....	Company bonds (debentures)...	681,000	7	Jan. & July.	Augusta	'72-'86	....
2d Funded Coup. (D. & M.R.R.)	376,734	7	" "	" "	1875	....	Gilman, Clinton & Springfield:						
Oakl. & Ottawa R. R. stg. bonds.	150,867	6*	May & Nov.	London.	1873	....	1st Mortgage gold.....	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
Detr. & Pontiac R. R. bonds.....	250,000	7	" "	New York.	1878	....	2d Mortgage gold.....	1,000,000	8*	Jan. & July.	" "	1892	....
Detr. & Pontiac R. R. bonds.....	250,000	8	Feb. & Aug.	" "	1886	....	Goshen and Deckertown:						
Detr. Mon. & Tol. (L.S.H. & M.S.)							1st Mortgage.....	228,500	7	Jan. & July.	New York.	1888	....
1st Mortgage Aug. 1, 1886.....	924,000	7	Feb. & Aug.	New York.	1876	97 1/2	Grand Rapids & Indiana:						
Dubuque and Sioux City:							1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mortgage, tax free.....	894,000	7	Jan. & July.	New York.	1883	94	1st Mort: not guar. gold, tax free	4,000,000	7*	April & Oct.	" "	1899	....
Dubuque Sou. & Western:							Grand River Valley (Mich. C.):						
1st Mortgage, guar. by Ill. Cen.:	450,000	7	April & Oct.	New York.	1883	....	1st Mort., assumed by Lesacaes...	1,500,000	8	Jan. & July.	New York.	1886	97 1/2
1st Mortgage, p. referred & guar.	100,000	7	Jan. & July.	" "	1883	....	2d Mortgage, guar. by Lesacaes...	500,000	8	March & Sept.	" "	1879	95
Dunkirk, Warren & Pittsburg:							Grand Trunk (Ca.):						
1st Mortgage gold tax free.....	1,190,000	7*	June & Dec.	New York.	1900	....	Equipment Bonds \$500,000.....	2,500,000	6*	April & Oct.	London.	....	....
Dutchess and Columbia:							Equipment Bonds No. 2 \$270,500	1,350,000	6*	" "	" "	....	....
1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1908	....	Postal & Military b'ds \$1,200,000	6,000,000	6*	Feb. & Aug.	" "	....	....
East Alabama and Cincinnati:							1st Preference Bonds \$2,838,385.	14,191,675	5*	Jan. & July.	" "	....	....
1st Mort. end. \$16,000 p.m. by Ala.	.....	8	Jan. & July.	.....	1890	....	2d Preference Bonds \$1,685,765	8,428,825	4*	" "	" "	....	....
East Brandywine & Waynesburg:							Provincial Debenture's \$3,111,500	15,567,500	....	.....	Ottawa.	....	....
1st Mortgage.....	140,000	7	Jan. & July.	Philadelphia.	1885	....	Great Western of Canada:						
2d Mortgage.....	35,000	8	" "	" "	1873	....	Perpetual Debentures Stock....	227,273	5	Jan. & July.	London.	perp.	....
East Pennsylvania (Ph. & Rdg.):							Common (Company) Bonds.....	1,384,117	4	" "	" "	'72-'73	....
1st Mortgage, guaranteed.....	495,000	7	March & Sept.	Philadelphia.	1888	100 1/2	Common (") Bonds.....	2,993,973	6	May & Nov.	" "	'73-'76
East Tenn. & Georgia (E.T.V. & G.):							Common (") Bonds.....	2,662,067	5 1/2	April & Oct.	" "	'77-'78

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			When.	Where.	Due.	Price.				When.	Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:							Lake Shore & Michigan So.:						
1st Mortgage (Ind. & Cin.) of 1888	\$1,589,500	7	April & Oct.	New York.	1888	....	Sinking Fund Oct. 1, 1869	\$1,600,000	7	April & Oct.	New York.	1879	....
1st Mortgage (I. C. & L.F.) of 1887	2,770,000	7	Feb. & Aug.	"	1897	....	Consol. registered July 1, 1870	4,250,000	7	J. A. J. & O.	"	1890	98
1st Mortgage " " of 1889	1,566,000	7	June & Dec.	"	1899	....	Consol. coupon July 1, 1870	1,209,000	7	Jan. & July.	"	1890	98
Indianapolis and St. Louis:							Bonds of Oct. 1, 1872	6,206,000	7	April & Oct.	"	1882	....
1st Mortgage	2,000,000	7	Jan. & July.	New York.	1916	....	Dividend (Lake Shore) Ap. 1, '09	1,498,000	7	"	"	1899	98
1st Mortgage	2,000,000	7	March & Sept.	"	1916	....	Sunbury July 1, 1854	500,000	7	Jan. & July.	"	1874	....
1st Mortgage	2,000,000	7	April & Oct.	"	1916	....	Reg. Jan. 1, 1855 C.P. & A.R.R.	1,000,000	7	"	"	1890	100
2d Mortgage	1,000,000	7	"	"	1900	....	3d Mort. Oct. 1, '67	1,000,000	7	April & Oct.	"	1892	96
Equipment Mortgage	500,000	8	Jan. & July.	"	1881	....	Skg Fund July 1, 1855 C. & T.R.	1,595,000	7	Jan. & July.	"	1885	103
Iowa Eastern:							Mort. April 1, 1868	800,000	7	April & Oct.	"	1886	97
1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	....	1st Mort. May 1, 1855 M. S. & N.I.	5,256,000	7	May & Nov.	"	1885	103
Iowa Falls & Sioux City (Ill. Cen.)	2,960,000	7	April & Oct.	New York.	1917	81	2d Mort. Oct. 31, 1867	2,692,000	7	"	"	1877	100
1st Mortgage guaranteed	2,960,000	7	Feb. & Aug.	New York.	1900	85	Mort. Nov. 1, 1858 Buff. & Erie.	.....	7	May & Nov.	"	1873	....
Iowa Midland (C. & N. W.):							Mort. July 1, 1862	200,000	7	Jan. & July.	"	1882	98
1st Mort. \$16,000 guar.	.....	8	Feb. & Aug.	New York.	1900	85	Mort. Sept. 1, 1866	300,000	7	March & Sept.	"	1886	98
Ironton (Penn.):							Mort. April 1, 1868	3,000,000	7	April & Oct.	"	1898	99
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....	1st Mort. Aug. 1, 1855 (D.M. & Tol.)	924,000	7	Feb. & Aug.	"	1876	98
Ithaca and Athens:							1st Mort. Sept. 1, 1869 (K. & W.P.)	400,000	8	Jan. & July.	"	1870	90
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	87	1st Mort. Oct. 1, 1867 (Sch. & Th.R.)	100,000	8	"	"	1887	....
Jackson, Lansing & Saginaw (MO):							1st Mort. Oct. 1, 1867 (Kal. & Sch.)	100,000	8	"	"	1887	....
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1888	96	1st M. July 1, '68 (Kal. All. & Gr.R.)	840,000	8	"	"	1888	95
2d Mortgage	500,000	8	March & Sept.	"	1888	....	1st Mort. July 1, 1863 (J. & Frank.)	468,000	7	"	"	var	....
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	"	1890	94	2d Mort. Jun. 1, 1869	500,000	7	June & Dec.	"	1894	....
Jacksonville, Pensac. and Mobile:							Lawrence (P. Ft. W. & Chi.):						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....	1st Mortgage, guaranteed	600,000	7	April & Oct.	Philad-elphia.	1896	....
Jamestown & Frank. (L.S. & M.S.):							Leavenworth, Lawr. & N. West'n:						
1st Mortgage guaranteed	406,000	7	Jan. & July.	New York.	1897	....	1st Mort. guar. by Pac. of Mo.	355,000	7	Feb. & Aug.	New York.	1899	....
2d Mortgage guaranteed	500,000	7	June & Dec.	"	1894	....	Leaven, Lawrence & Galveston:						
Jefferson (Erie):							1st Mort. skg fund conv., gold	5,000,000	10	Jan. & July.	N. Y. & Bos.	1899	55
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....	Lehigh and Lackawanna:						
2d Mort. (")	94,000	7	"	"	1889	....	1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
1st Mort. (Carbondale Section)	2,000,000	7	"	"	1889	....	Lehigh Valley:						
Jeffersonville, Madison & Indian:							1st Mortgage (old loan)	.....	6	May & Nov.	Philadelphia.	1873	....
1st Mortgage consol.	2,089,000	7	April & Oct.	New York.	1906	..	1st Mortgage (new loan) tax free	3,546,000	6	June & Dec.	"	1898	100
2d Mortgage consol.	2,000,000	7	Jan. & July.	"	1910	....	2d Mortgage for \$6,000,000	4,712,000	7	March & Sept.	"	1910	104
1st Mortgage (Ind. & Mad.) guar.	397,000	7	May & Nov.	"	1882	....	Lexington & St. Louis (P. of Mo.):						
2d Mortgage (Jeffersonville R.R.)	345,000	7	April & Oct.	"	1873	....	1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1899	....
Joliet and Chicago (C. & Alton):							Little Miami:						
1st Mortgage skg fund guar.	500,000	8	Jan. & July.	New York.	1882	108	1st Mortgage	1,474,000	6	May & Nov.	New York.	1883	....
Joliet & Northern Ind. (Mich. C.):							Street Connection Bonds	500,000	6	Jan. & July.	"	1894	....
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....	Little Rock and Fort Smith:						
Junction (Cin. & Indianapolis):							1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bos.	1900	....
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....	Land Grant sinking fund	5,000,000	7	April & Oct.	"	1900	....
2d Mortgage	798,000	7	March & Sept.	"	1893	....	Little Schuylkill (Phila. & Rdg.):						
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	"	1884	....	1st Mortgage, guaranteed	771,500	7	April & Oct.	Philadelphia.	1877	102
Junction, Philadelphia:							Logansport, Crawf. & S'west Ind.						
1st Mortgage, guaranteed	506,000	6	Jan. & July.	Philadelphia.	1882	....	1st Mortgage gold	1,500,000	8*	F. M. & A. N.	New York.	1900	99
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	88	Long Br. and Sea Shore (N.J. So.):						
Junction and Breakwater:							1st Mortgage guaranteed	200,000	6	Jan. & July.	New York.	1889	....
1st Mort. guar. by Delaware	400,000	8	Jan. & July.	New York.	1890	....	Long Dock (Erie):						
Kalamazoo, Allegan & Gr. Rapids:							1st Mortgage guaranteed	3,500,000	7	June & Dec.	New York.	1892	99
1st Mort. assumed by L.S. & M.S.	840,000	8	Jan. & July.	New York.	1888	96	Long Island:						
Kalamazoo and Schoolcraft:							1st Mortgage main line	500,000	6	Jan. & July.	New York.	1875	90
1st Mort. assumed by L.S. & M.S.	100,000	8	Jan. & July.	New York.	1887	....	1st Mortgage (Extension)	175,800	7	Feb. & Aug.	"	1890	....
Kalamazoo, & S. Haven (M. Cen.):							1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	"	1893	....
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1889	100	General Mortgage	775,000	7	"	"	1899	....
Kalamazoo & White Pigeon:							Louisville & Miss. Riv. (Ch. & Al):						
1st Mort. assumed by L.S. & M.S.	400,000	7	Jan. & July.	New York.	1890	90	1st Mortgage	4,300,000	7	Feb. & Aug.	New York.	1900	....
Kan. City, St. Jo. & Coun. Bluffs:							Louisville, Cin. and Lexington:						
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. & July.	N. Y. & Bos.	1888	....	1st Mortgage for Cincinnati Br.	2,000,000	7	Jan. & July.	New York.	1897	....
2d Mort. (")	150,000	10	"	"	1878	....	2d Mortgage for \$1,000,000	345,000	8	April & Oct.	"	1900	....
1st Mort. (St. Jo. & CB, 78 m.)	1,400,000	10	March & Sept.	"	1892	....	Louisville and Nashville:						
2d Mort. (")	539,500	8	June & Dec.	"	1874	....	1st Mortgage (main line 185 m.)	554,000	7	Jan. & July.	New York.	'73-'76	91
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....	1st Mortgage (Memp Br. 46.37 m.)	139,000	7	May & Nov.	"	'72-'75	....
1st Mort. (")	1,000,000	7*	"	"	1893	....	1st Mort. (Leb. Br. Ext. 73.2 m.)	88,000	7	"	"	'80-'85	....
Consolidated Mort. (280m.) conv.	987,000	8	March & Sept.	"	1892	....	Consol. M. for \$5,000,000 (392 m.)	6,647,000	7	April & Oct.	"	1898	87
Kansas City & Santa Fe (L. & G.):							Louisv. N. Al. & St. Lo. Air-Line						
1st Mortgage guar. by Lessees	2,000,000	10	May & Nov.	Boston.	1900	....	1st Mortgage gold, \$25,000 p. m.	2,875,000	7*	"	New York.	1901	....
Kansas Pacific:							Macon and Augusta:						
1st Mort. (1st Div. 140 m.) gold	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	60	1st Mortgage end. by State of Ga.	670,000	7	Jan. & July.	New York.	'88-'91	....
1st Mort. (2d Div. 253.94 m.) gold	4,083,000	6*	June & Dec.	"	1896	60	1st Mortgage not guaranteed	100,000	7	"	"	1899	....
1st M. (3d Div. 244.66 m. & 3,000,000m)	6,432,000	7	May & Nov.	N. Y. & L. & F.	1899	....	Macon and Brunswick:						
1st Mortgage (1,000,000 acres)	245,000	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....	1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mortgage (2,000,000 acres) gold	1,761,750	7	Jan. & July.	N. Y. & L. & F.	1886	....	1st Mort.	600,000	7	May & Nov.	"	1900	....
2d Mortgage on do. gold	1,500,000	7	March & Sept.	"	1896	....	2d Mortgage	1,100,000	7	April & Oct.	"	1883	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1898	....	Equipment Mortgage	150,000	7	"	"	1879	....
2d Mortgage (Gov't Subsidy)	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....	Macon and Western:						
3d Mortgage (Income)	4,275,350	7	March & Sept.	"	1916	....	1st Mortgage of Oct. 1870	150,000	7	April & Oct.	"	1880	....
Kent County (Del.):							Maine Central:						
1st Mortgage for \$600,000	400,000	6	Jan. & July.	Philadelphia.	1880	85	Consolidated Mort. for \$7,500,000	3,000,000	7*	April & Oct.	Boston.	1912	100
Kentucky Central:							\$1,100,000 Loan, tax free	746,300	7*	Jan. & July.	"	1898	94
2d Mortgage (Cov. & Lex.) 1858	844,000	7	March & Sept.	New York.	1883	....	Bangor (P. & K.) Loan	614,000	6	April & Oct.	"	1875	....
3d Mortgage (Kent. Cen.) 1865	287,000												

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Maryland and Delaware:							Nashville and Chattanooga:						
1st Mortgage.....	\$850,000	6	May & Nov.	Boston	1885	20	1st Mortgage, endorsed by Tenn.	\$1,516,000	6	Jan. & July.	New York.	1890	....
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....	Nashville and Decatur (L. & N. Y.)	2,100,000	7	Jan. & July.	New York.	1900	89
Massillon & Cleve. (C. M. V. & D.)	100,000	7*	Jan. & July.	New York.	1890	....	1st Mortgage sinking fund, guar.	500,000	6*	April & Oct.	Nashville.	1887	....
1st Mortgage guaranteed, gold..	500,000	7	Jan. & July.	New York.	1890	....	2d Mortgage gold	112,500	7	Jan. & July.	Bridgeport.	1876	....
Maysville and Lexington:							1st Mortgage.....	600,000	7	Jan. & July.	New York.	1891	....
1st Mortgage.....	1,283,000	7	March & Sept.	New York.	1880	86	Newark & New York (Cen. N. J.)	800,000	7*	May & Nov.	New York.	1889	....
2d Mortgage, Convertible.....	1,000,000	7	Jan. & July.	"	1883	....	1st Mortgage guar.....	972,000	6*	May & Nov.	London.	1867	....
Memphis and Charleston:							New Brunswick and Canada:						
1st Mortgage.....	1,300,000	8	May & Nov.	New York.	1890	....	Newburg & New York (Erie):						
Michigan Air Line:							1st Mortgage for \$600,000.....						
1st Mortgage (E. D. V.) \$15,000 pm.		8	Jan. & July.	Boston.	1890	101 1/2	New H. Middle't'n & Willman:	3,000,000	7	May & Nov.	New York.	1889	....
Michigan Central:							New Haven & Northampton:	1,000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
1st Mortgage, convertible.....	556,000	8	April & Oct.	New York.	1882	....	1st Mortgage.....	400,000	6	April & Oct.	"	1880	....
1st Mortgage sinking fund conv.	2,179,000	8	"	"	1882	112	Holyoke and Westfield bonds..	2,000,000	7	"	"	1891	....
Consol. Mortgage for \$10,000,000	5,000,000	7	Jan. & July.	"	1902	99 1/2	New Jersey Sec. United Compan's.						
1st Mort. (M. A. L. W. D.) ass'd	1,900,000	8	May & Nov.	"	1890	101 1/2	New Jersey Midland (N.Y. & O.M.)	3,000,000	7*	Feb. & Aug.	New York.	1895	....
1st Mort. (Gr. Riv. Valley) guar.	1,900,000	8	"	"	1886	97	2d Mortgage currency.....	1,500,000	7	"	"	1881	....
2d Mort. (") guar.	500,000	8	March & Sept.	"	1879	95 1/2	New Jersey Southern:						
1st Mort. (K. & So. Hav.) l. guar.	640,000	8	May & Nov.	"	1889	100	1st Mortgage.....	2,000,000	7	May & Nov.	New York.	1899	31
2d Mort. (") guar.	70,000	8	"	"	1880	....	1st Mortgage (Tomb. Riv. Br.)	120,000	7	March & Sept.	"	1888	....
Michigan Lake Shore:							Income Mortgage.....	750,000	7	April & Oct.	"	1881	....
1st Mortgage.....	800,000	8	Jan. & July.	New York.	1889	....	New Jersey West Line:						
Middletown, Union & W. Gap (E.)	225,000	7	May & Nov.	New York.	1886	....	1st Mort. gold, for \$3,000,000.....						
1st Mortgage tax free	1,143,667	6*	May & Nov.	London.	1896	....	New London Northern (Vt. Cen.):						
Midland of Canada:							1st Mortgage.....	300,000	6	March & Sept.	New York.	1885	....
1st Mortgage sterling £235,000..							2d Mortgage.....	200,000	7	Jan. & July.	"	1888	....
Midland Pacific:							N. Orleans, Jackson & Gt. North:						
1st Mortgage gold, tax free.....	1,100,000	7*	Feb. & Aug.	New York.	1899	....	1st Mortgage 1856.....	3,000,000	8	Jan. & July.	New York.	1886	....
Milwaukee and St. Paul:							2d Mortgage 1860, for \$3,000,000.	2,000,000	8	April & Oct.	"	1890	....
1st Mortgage.....	5,527,000	7	Jan. & July.	New York.	1893	92	Income Mortgage, 1870 gold..	1,000,000	8*	May & Nov.	"	1890	....
2d Mortgage.....	1,191,000	7	April & Oct.	"	1884	80	N. Orleans Extension, 1870, gold	1,500,000	8*	Jan. & July.	"	1890	....
1st Mortgage (E. Div. Palmer)...	781,500	8	May & Nov.	"	1874	....	New Orleans, Mobile and Texas:						
1st Mort. (Iowa and Minn.).....	3,810,000	7	Jan. & July.	"	1897	78	1st M. (N. O. T. 227 m) skg fd....	2,825,000	8	Jan. & July.	New York.	1915	....
1st Mortgage (Minn. Cent.).....	190,000	7	"	"	1870	90	1st M. (") gold skg fd.	7	"	"	N. Y. or Lond.	1915	....
1st Mortgage (Iowa & Dak.).....	1,008,000	7	"	"	1870	82	2d Mortgage, endorsed by La.....	2,825,000	8	"	New York.	1915	....
1st Mortgage (P. du Chien).....	3,674,000	8	Feb. & Aug.	"	1898	104 1/2	New York and Boston:						
2d Mortgage (P. du Chien).....	1,315,000	7 1/2	"	"	1898	91 1/2	1st Mortgage gold, for \$3,000,000						
Milwaukee City Loan.....	230,500	7	March & Sept.	"	1873	....	New York Central & Hudson R.						
1st Mort. (Milw. & Wtn.).....	234,000	7	Jan. & July.	"	1891	....	Debt Certif. (N. Y. Central)...	5,936,626	6	May & Nov.	New York.	1883	95 1/2
Real Estate Purchase.....	148,500	7	"	"	1891	....	Bonds for debts ass'd (N. Y. Cen.)	1,514,000	7	Feb. & Aug.	"	1876	100 1/2
Milw. Manitowoc & Green Bay:							Bonds for B. & N. S. (")	76,000	6	May & Nov.	"	1883	89
1st Mortgage for \$2,500,000.....		7	"	"	1891	....	Bonds for R. R. stocks (")	592,000	6	"	"	1883	88
Milwaukee and Northern:							Bonds for real estate (")	162,000	6	"	"	1883	88
1st Mortgage for \$18,000 p.m.....		8	June & Dec.	New York.	1890	....	Bonds of 1864 renew'd (")	2,900,000	6	June & Dec.	"	1887	95
Mineral Point:							1st Mort. (Hudson Riv.).....	200,000	7	Feb. & Aug.	"	1870	....
1st Mortgage, Dec. 21, 1868.....	320,000	10	Jan. & July.	New York.	1890	....	2d Mort. (") S. F.....	1,894,000	7	June & Dec.	"	1885	....
Minneapolis & Duluth (L. S. & M.)							3d Mort. (")	180,000	7	May & Nov.	"	1875	....
1st Mortgage gold, guaranteed..	400,000	8*	Jan. & July.	New York.	1911	....	Bonds of 71, tax free (N. Y. C. & H.)	1,950,000	7	April & Oct.	"	1891	....
Minneapolis & St. L. (L. Sup. & M.)							Consol. Mort. for \$10,000,000.....						
1st Mortgage gold, guaranteed..	700,000	7*	Jan. & July.	New York.	1911	....	New York and Harlem:						
Minnesota and North Western:							1st Mortgage of 1855	3,000,000	7	May & Nov.	New York.	1873	....
1st Mort. gold, skg fd & tax free	20,000 pm	7*	Jan. & July.	New York.	1895	....	Consolidated mortgage of 1863..	1,764,000	6	Feb. & Aug.	"	1893	99
Mississippi Central:							Sinking Fund mortgage of 1861.	111,850	7	Jan. & July.	"	1881	....
1st Mortgage.....	1,354,000	7	May & Nov.	New York.	1899	71	Bonds of 1853, unsecured.....	106,000	7	"	"	1873	....
2d Mortgage.....	2,000,000	8	Feb. & Aug.	"	1875	....	N. York, Housatonic & Northern:						
General Mort. for \$8,000,000 gold		7*	May & Nov.	"	1912	....	1st Mortgage for \$500,000.....	161,000	7	Feb. & Aug.	New York.	1889	....
Mississippi, Ouachita & Red Riv:							New York and New Haven:						
1st Mortgage gold.....	1,860,000	7*	"	"	1899	19 1/2	1st Mortgage.....	1,059,500	7	April & Oct.	New York.	1875	100 1/2
1st Mort. Land Grant gold.....	1,090,000	7*	"	"	1910	....	New York & Oswego Midland:						
State (Ark.) subsidy \$10,000 p.m.	1,550,000	7	April & Oct.	"	1910	....	1st Mortgage gold, tax free.....	8,000,000	7	Jan. & July.	New York.	1889	....
Mississippi and Tennessee:							2d Mortgage convertible.....	2,500,000	7	May & Nov.	"	1898	....
1st Mortgage of April 1, 1856....	600,000	7	April & Oct.	New York.	1876	....	2d Mortgage non-convertible ..	1,500,000	7	"	"	1898	....
Consolidated Mort. Sept. of 1866.	1,181,600	8	Jan. & July.	"	1871-'93	....	New York, Providence & Boston:						
Mississippi Valley and Western:							1st Mortgage.....	132,000	6	Feb. & Aug.	New York.	1873-'78	....
1st Mortgage \$20,000 p. m.		8	April & Oct.	New York.	1902	....	Improvement Bonds.....	100,000	7	Jan. & July.	"	1876	....
Missouri, Iowa and Nebraska:							Extension Bonds.....	250,000	6	May & Nov.	"	1878-'81	....
1st Mortgage gold, sinking fund.		7*	Jun. & Dec.	"	1910	....	General Mort. for \$1,000,000....	732,000	7	"	"	1899	....
Missouri, Kansas and Texas:							N. York, West Shore & Chicago:						
1st Mort. (U. Pac. S. Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1899	....	1st Mortgage gold, \$35,000 p.m.						
1st Mort. (Teb. & Neesho) S. F. g'd	2,000,000	7*	June & Dec.	"	1903	....	Niles and New Lisbon:						
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	"	1904	....	1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	....
Missouri River, Ft. Scott & Gulf:							Norfolk County (B. H. & Erie):						
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	....	1st Mortgage, guaranteed	414,350	6	March & Sept.	Boston.	1854	....
2d Mortgage.....	2,000,000	10	April & Oct.	N. Y. & Bost.	74 1/2	....	Norfolk & Petersburg (A. M. & O.)						
Mobile and Girard:							1st Mortgage.....	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage.....	377,500	7	Jan. & July.	New York.	1876	....	2d Mortgage.....	157,000	7	"	"	1877	....
2d Mortgage.....	300,000	7	"	"	1889	....	N. York Eastern (S. Car.):						
Mobile and Montgomery:							1st Mortgage of Sept. 1, 1869....	820,000	7	March & Sept.	Charleston.	1899	....
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....	2d Mortgage of Sept. 1, 1869....	322,000	7	"	"	1899	....
Mobile and Ohio:							North Pennsylvania:						
1st Mortgage Sterling.....	6,000,000	6*	May & Nov.	Mobile & Lond.	1882	....	1st Mortgage.....	2,225,000	6	Jan. & July.	Philadelphia.	1885	100
Interest bonds.....	804,400	8	"	"	1877	....	2d Mortgage.....	5,000,000	7	May & Nov.	"	1890	103
Interest bonds.....	371,800	8	"	"	1883	....	Chattel Mortgage	360,000	10	April & Oct.	"	1877	108
Interest (sterling) bonds.....	755,000	6*	"	"	1883	....	North Shore (L. I.)						
2d Mort. (Income Liquidation)...	943,121	8	March.	Mobile.	1877	....	1st Mortgage.....	158,000	7	Feb. & Aug.	New York.	1887	....
Montclair (N. Y. & O. Mid.)							Northern Central:						
1st Mortgage gold, guar.....	1,200,000	7*	March & Sept.	New York.	....	....	1st Mortgage, Md. State loan...	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage.....	400,000	7	"	"	....	....	2d Mortgage skg fd.....	2,500,000	6	Jan. & July.	"	1885	93
Income Mortgage.....	700,000	7	"	"	....	....	3d Mortgage skg fd.....	1,223,000	6	April & Oct.	"	1900	90 1/2
Montgomery and Eufala:							3d Mortgage (Y. & Oumb.) guar.	500,000	6*	Jan. & July.	"	1877	95
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept.	New York.	1888	....	Consol. Mortgage.....	2,493,000	6*	"	"	1902	91 1/2
1st Mortgage not endorsed	900,000	8	June & Dec.	"	1900	....	Income Mortgage conv.....	1,980,000	7	April & Oct.	"	1889	....
Monticello:							Northern New Hampshire:						
1st Mortgage.....	420,000	8	April & Oct.	New York.	1910	....	1st Mortgage.....	105,200	6	April & Oct.	Boston.	1874	....
Monticello and Port Jervis:							Northern New Jersey (Erie):						
1st Mortgage gold, tax free.....	650,000	7	J. A. J. & O.	New York.	1890	....	1st Mortgage skg fd guar.....	400,000	7	Jan. & July.	New York.	1878	....
Morris and Essex (D. L. & W.)													
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	108							
2d Mortgage guar.....	3,400,000	7	Feb. & Aug.	"	1891	103							
Convertible bonds.....	1,610,000	7	Jan. & July.	"	1900	92							
Construction bonds of 1871.....	2,900,000	7	Feb. & Aug.	"	1889	98 1/2							

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Northern Pacific:													
1st Mort. on R.R. & lands gold.	50,000pm	7.3	Jan. & July.	New York.	1800	29	Perkiomen (Phila. & Rdg):						
Norwich & Worcester (B.H. & E.):							1st Mortgage, guaranteed.	\$619,000	6	April & Oct.	Philadelphia.	1897	90
1st Mort. Mass. Loan.	\$400,000	6	Jan. & July.	Boston.	1877	....	Perth Amboy & Woodbr. (C.&A.):						
Plain bonds.	200,000	7	"	"	1874	....	1st Mortgage.	100,000	6	Feb. & Aug.	New York.	1874	....
Machine shop &c. bonds.	150,000	7	"	"	1877	....	Petersburg:						
Nyack and Northern:							1st Mortgage (Installments).	341,500	8	Jan. & July.	New York.	79-88	....
1st Mortgage.	100,000	7	Jan. & July.	New York.	1890	....	Philadelphia and Baltimore Cent:						
Ogdensburg and Lake Champlain:							1st Mortgage (Penn. Div. 361 m.).	800,000	7	Jan. & July.	Philadelphia.	1879	....
Equipment Mortgage.	300,000	8	Jan. & July.	Boston.	1878	93	1st Mortgage (Md. Div. 91 m.).	300,000	6	April & Oct.	"	1891	....
Equipment Mortgage.	200,000	8	"	"	1879	93	2d Mortgage (Pa. & Md. 46 m.).	400,000	7	Jan. & July.	"	1900	....
Sinking Fund Bonds.	600,000	8	March & Sept.	"	1890	....	Philadelphia and Reading:						
Ohio and Mississippi:							Loan of 1868.	1,138,900	6	Jan. & July.	Philadelphia.	1893	79
Consolidated 1st Mortgage.	6,694,000	7	Jan. & July.	New York.	1898	91	Loan of 1870, convertible.	28,000	7	"	"	1890	....
Consolidated 1st Mortgage, stg.	7	"	"	London.	1898	....	Mortgage Loan of 1857, conv.	86,500	6	"	"	1886	....
Consolidated 2d Mortgage.	3,529,000	7	April & Oct.	New York.	1911	76 1/2	Mort. Loans of 1843-44-48 & 49.	1,521,000	6	"	"	1880	100
2d Mortgage, (W. Div.).	433,000	7	Jan. & July.	"	1874	....	Mortgage Loan of 1868.	2,700,000	7	April & Oct.	"	1893	405 1/2
Income and Funded Debt Bonds	174,000	7	April & Oct.	"	1882	....	Mortgage Loan of 1836 stg.	182,400	5 1/2	Jan. & July.	London.	1880	....
Sinking Fund Bond.	50,000	7	May & Nov.	"	1883	....	Mortgage Loan of 1843 stg.	976,800	6 1/2	"	"	1880	....
Oil Creek and Allegheny River:							Mortgage Loan of 1836 stg.	177,600	7	"	"	74-77	....
1st Mortgage (O. C. R. R.).	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	78 1/2	Dollar coupon.	7,696,000	7	June & Dec.	Philadelphia.	1911	104 1/2
1st Mortgage (War. & Fkn.).	590,000	7	April & Oct.	"	1882	78	Consolidated Dollar registered	3,414,000	7	"	"	1911	305
Consolidated Mortgage.	1,100,000	7	May & Nov.	"	1888	51	Mortgage Gold or stg coupon.	7,000,000	6 1/2	"	Phil. or Lond.	1911	....
Old Colony and Newport:							June 1, 1871.	665,000	6	"	"	1911	102
Plain Bonds.	1,000,000	6	March & Sept.	Boston.	1876	98 1/2	Dollar coupon.	382,000	6	"	Philadelphia.	1911	....
Plain Bonds.	485,000	6	April & Oct.	"	1875	95	New debent. loan, conv.	6,690,985	7	Jan. & July.	"	1893	104
Plain Bonds.	1,450,000	7	Feb. & Aug.	"	1877	100 1/2	New improvement Mort. loan.	6,631,616	6 1/2	April & Oct.	Phila. or Lond.	1897	....
Omaha and Northwestern:							Philadelphia, Wilmington & Balt:						
1st M. land grant, gold \$16,000pm	7.3	Jan. & July.	New York.	1901	....	Mortgage Loan, convertible.	345,000	6	Jan. & July.	Philadelphia.	1884	111 1/2	
Omaha and Southwestern:							Loan of 1866.	400,000	6	April & Oct.	"	1876	95
1st Mortgage \$20,000 p. m.	1,000,000	8	June & Dec.	Boston.	1896	87 1/2	Loan of 1867.	1,000,000	6	"	"	1887	....
Orange, Alexandria & Manassas:							Pickering Valley (Phila. & Rdg):						
1st Mort. (Alex. to Gordonsville).	400,000	6	May & Nov.	New York.	1873	89 1/2	1st Mortgage, guaranteed.	330,300	7	April & Oct.	Philadelphia.	1900	....
2d Mort. (Charlotte to Lynchb.).	1,155,500	6	Jan. & July.	"	1875	84	Pittsburg, Cin. & St. Louis (Pa.):						

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Rockford, R. Island & St. Louis:							Sioux City and Pacific:						
1st Mortgage tax free.....	\$9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....	1st Mortgage gold.....	\$200,000	6*	Jan. & July.	Boston.	1898	....
Rome, Watertown & Ogdonsb.:							Somerset (Me. Central):						
1st Mortgage (W. & R.) Skg Fund	799,900	7	March & Sept.	New York.	1880	....	1st Mortgage gold.....	560,000	7*	June & Dec.	Boston.	1891	....
1st Mort. (Potdam & Watert.)	327,000	7	June & Dec.	"	"	72-74	South Carolina:						
Consolidated Mort. Skg Fund...	824,500	7	"	"	"	1891	1st Mortgage Sterling.....	1,407,270	5*	Jan. & July.	London.	'82-'88	....
Rondout and Oswego:							1st Mortgage (L.) currency.....	807,500	7	"	New York.	'82-'88	....
1st Mortgage, gold \$20,000 p.m.	.....	7*	Jan. & July.	New York.	1890	....	Domestic (H) Bonds.....	192,500	7	April & Oct.	Charleston.	1872	....
Rutland (Verm. Cen. & Can.):							Domestic (G) Bonds.....	343,500	6	Jan. & July.	"	'73-'74	....
Equipment Mortgage, tax free..	500,000	7	May & Nov.	Boston.	1880	....	Domestic (I) Bonds.....	1,470,000	7	April & Oct.	"	'88-'91	....
Equipment Mortgage.....	500,000	8	March & Sept.	"	1880	....	Domestic Bonds.....	75,000	6	Jan. & July.	"	'80-'92	....
Saint Croix and Penobscot:							Domestic (special) Bonds.....	71,260	7	various.	"	'72-'74	....
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	....	South Florida:						
2d Mort. " " " " " " " "	17,500	6	"	"	1879	....	1st M. endor. by State \$16,000pm	.....	8	"	"	"	....
Calais Loan (Lewey's Island)...	130,000	6	June & Dec.	"	1876	....	South Georgia & Florida (A. & G):						
St. Joseph & Denver City:							1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
1st Mort. (E. D.) gold tax free..	1,512,000	8*	Feb. & Aug.	N. Y. or Lond.	1899	....	2d Mort. " " " " " " " "	200,000	7	"	"	1889	....
1st M. (W. D.) land grant, g'd tax fr	15,000pm	8*	"	"	"	1900	South Mountain Iron (Cumb. Val):						
St. Louis, Alton and Terre Haute:							1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
1st Mortgage (Series A) skg fd.	1,100,000	7	Jan. & July.	New York.	1894	107	2d Mortgage for \$200,000.....	179,000	7	March & Sept.	"	1884	....
1st Mortgage (Series B) skg fd.	1,100,000	7	April & Oct.	"	1894	....	South and North Alabama.						
2d Mortgage preferred (Series O)	1,400,000	7	Feb. & Aug.	"	1894	87	1st Mort., endor. by Ala. gold...	22,000 pm	8*	Jan. & July.	New York.	1890	64
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894	....	South Pacific (Atl. & Pac.):						
2d Mortgage Income (Series E)	1,700,000	7	"	"	1884	72	1st Mortgage gold, assumed....	7,189,000	6*	Jan. & July.	New York.	1888	....
Equipment Mortgage.....	300,000	10	March & Sept.	"	1894	....	South Shore (Mass.):						
St. Louis, Coun. Bluffs & Omaha:							1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	1880	93
1st Mortgage, gold \$16,000.....	.....	7*	Jan. & July.	New York.	1901	....	South Side (L. I.):						
St. Louis and Iron Mountain:							1st Mortgage, Mar. 1, 1867.....	2,250,000	7	Mar. & Sept.	New York.	1887	....
1st Mortgage.....	4,000,000	7	Feb. & Aug.	New York.	1892	84	South Side, Va. (A.M. & O.):						
St. Louis, Jacksonv. & Chic. (C. & A):							1st preferred bonds.....	675,000	8	Jan. & July.	New York.	'84-'90	....
1st Mortgage Mar. 16, 1884 guar.	2,929,000	7	April & Oct.	New York.	1894	96	2d preferred bonds.....	617,000	6	"	"	'84-'90	65
2d Mortgage May 1, 1888 guar.	548,000	7	Jan. & July.	"	1898	....	3d preferred bonds.....	448,500	6	"	"	'84-'90	....
St. Louis, Kansas City & North:							Southern Central:						
1st Mortgage (late North Mo.)...	6,000,000	7	Jan. & July.	New York.	1901	82	1st Mortgage, skg fund conv....	1,500,000	7	Jan. & July.	New York.	1900	....
St. Louis, Lawr. & Denv. (Pacific):							Southern Iowa and Cedar Rapids:						
1st Mortgage gold, guaranteed..	1,000,000	6*	Jan. & July.	New York.	1901	....	1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
St. Louis and South Eastern:							Southern Minnesota:						
1st Mort. gold skg fund conv....	2,250,000	7	May & Nov.	New York.	1894	....	1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'88	....
1st M. (Evans, D.) gold skg fd, con	1,000,000	7	"	"	1896	....	2d Mortgage, land grant.....	3,000,000	7	Jan. & July.	"	1890	....
St. Louis and St. Joseph:							Southern (Cal.) Pacific:						
1st Mortgage gold.....	1,000,000	6*	May & Nov.	New York.	1893	....	1st Mortgage gold for \$28,000,000.	5,750,000	6*	"	"	"	....
St. Louis, Van. & T. H. (T.H. & L.):							Southern Pennsylvania:						
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....	1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage (A.) guaranteed.....	1,600,000	7	May & Nov.	"	1898	....	2d Mortgage gold.....	88,000	7*	"	"	1880	....
2d Mortgage (B.) convertible....	1,000,000	7	"	"	1898	....	South Western (Cen. of Ga):						
Income Mortgage.....	799,000	7	March 1.	Pittsburg.	1891	....	Plain Bonds, various conv....	391,000	7	various.	Macon.	'72-'86	....
St. Paul and Chicago (M. & St. P.):							1st Mortgage (Muscooge) conv..	300,000	7	"	"	'72-'76	....
1st M. land gr. gold skg fd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....	Spartanburg and Union:						
St. Paul and Pacific 1st Division:							1st Mortgage, end. by S. Car...	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mort. (St. P. to St. Anth.) 10m.	120,000	8	March & Sept.	New York.	1892	....	1st Mortgage not endorsed.....	198,370	7	"	"	1879	....
1st Mort. (St. Paul to Wab.) 70 m.	700,000	7	Jan. & July.	"	1892	....	Springfield & Illinois S. Eastern:						
2d M. (N. Line) 80 m. & 1st land gr.	1,200,000	7	June & Dec.	"	1892	....	1st Mortgage gold, tax free.....	3,400,000	7*	Feb. & Aug.	New York.	1900	....
General Mort. (R. R. & Lands):	2,020,000	7*	Jan. & July.	"	....	....	2d Mortgage gold, tax free.....	1,000,000	7*	"	"	1900	....
General Mort. (R. R. & Lands) stg.	1,000,000	7*	"	"	....	....	Springfield and Northwestern:						
1st M. (W. Line) R. R. & Lands.	6,000,000	7	"	"	....	....	1st Mortgage gold, skg fund....	20,000pm	7*	Feb. & Aug.	New York.	1901	....
2d M. (W. Line) R. R. & Lands.	3,000,000	7	"	"	....	....	Staten Island:						
St. Paul and Sioux City:							1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
1st Mortgage \$16,000 p. m.....	2,000,000	7	Jan. & July.	New York.	1896	....	Sterling Mountain:						
Land Stock on 400,000 acres....	2,400,000	8	J. A. J. & J.	"	1890	....	1st Mortgage.....	350,000	7	Jan. & July.	New York.	1874	....
St. Paul, Stillwater & Taylor's F.:							Sullivan (Verm. Central):						
1st Mortgage for \$450,000.....	.....	8	Jan. & July.	New York.	1901	....	1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....
Salem (W. Jer.):							2d Mortgage.....	250,000	6	Feb. & Aug.	"	1880	....
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	92	Sullivan and Erie:						
Salem and Lowell (B. & L.):							1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	....
1st Mortgage.....	228,900	6	Feb. & Aug.	Boston.	1878	90	Summit Branch:						
Sand., Mansfield & Newark (O. & O):							1st Mortgage.....	174,000	6	Jan. & July.	Philadelphia.	1875	90
1st Mortgage guaranteed.....	2,525,000	7	Jan. & July.	New York.	1909	....	Sunbury and Lewiston:						
San Fran., Oakland & Alameda:							1st Mortgage gold.....	1,300,000	7*	April & Oct.	Philadelphia.	1890	50
1st Mortgage gold.....	1,500,000	8*	Jan. & July.	New York.	....	....	Superior and St. Croix:						
Saratoga & Whitehall (R. & S.):							1st Mortgage, \$16,000 p. m.....	.....	8	"	"	"	....
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....	Superior and Northwestern:						
Savannah and Charleston:							1st Mortgage, \$16,000.....	.....	8	"	"	"	....
1st Mortgage (Sav. & Char.) bonds	500,000	7	Jan. & July.	New York.	1889	....	Susquehanna, Brid. & Erie June (Erie):						
State guaranteed (C. & S.) bonds.	505,000	6	May & Nov.	Charleston.	1870	....	1,000,000	7	"	New York.	....	....
Funded Interest bonds.....	167,400	7	"	"	1889	....	Sussex (N. J.):						
Savannah, Griffin & North Ala.:							1st Mortgage.....	200,000	7	April & Oct.	Sussex.	1873	....
1st Mortgage for \$500,000 guar.	182,000	7	Jan. & July.	Macon.	1891	....	Swedesboro (W. Jer.):						
Savannah and Memphis:							1st Mortgage, guaranteed.....	188,500	6	Jan. & July.	Camden.	....	....
1st Mortgage gold, endor.....	16,000pm	8*	May & Nov.	New York.	1890	....	Syracuse, Bing. & N.Y. (DL & W):						
Schenectady & Susq. (D. & H. Can.):							1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	....
1st Mortgage gold, tax free.....	300,000	7*	Jan. & July.	New York.	1900	....	2d Mortgage.....	270,000	7	June & Dec.	"	1887	....
Seaboard and Roanoke:							Syracuse and Chenango Valley:						
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1800	100	1st Mort. gold, for \$500,000....	.....	7*	Feb. & Aug.	New York.	1891	....
Selma and Gulf:							Tebo and Neesho (M. K. C. & T.):						
1st M. (guar. by Ala.) \$16,000pm.	.....	8*	April & Oct.	New York.	1890	....	1st Mortgage gold, skg fund....	1,163,000	7*	June & Dec.	New York.	1903	....
Selma, Marion and Memphis:							Terre Haute & Indianapolis:						
1st M. gold gr. by Ala. \$16,000pm.	.....	8*	March & Sept.	New York.	1889	....	1st Mortgage.....	800,000	7	April & Oct.	New York.	1897	....
Selma, Rome and Dalton:							Toga:						
1st Mortgage, tax free.....	5,000,000	7	April & Oct.	New York.	1887	....	1st Mortgage.....	243,000	7	May & Nov.	New York.	1872	....
2d Mortgage.....	4,000,000	7	Jan. & July.	"	1890	....	Colado, Peoria and Warsaw:						
Equipment Mortgage.....	230,000	10	"	"	1881	1st Mortgage (E. Div.) 110 m...	1,600,000	7	June & Dec.	New York.	1894	80
Shamokin Valley & Pottav. (N.C.):				</									

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	
			When.	Where.						When.	Where.			
Toledo, Wabash and Western:							Western Maryland:							
1st Mort. (Tol. & Ill. 75 m.)	\$900,000	7	Feb. & Aug.	New York.	1890	94	1st Mortgage.	\$400,000	6	Jan. & July.	Baltimore.	1890	80	
1st M. (L. Erie, W. & St. L. 167 m.)	2,500,000	7	"	"	"	1890	200,000	6	"	"	"	1890	98	
1st M. (Gt. W. Rwy of '59, 181m.)	2,500,000	7	Feb. & Aug.	"	"	1898	300,000	6	"	"	"	1890	98	
1st Mort. (Quincy & Tol. 34 m.)	500,000	7	May & Nov.	"	"	1890	300,000	6	"	"	"	1890	91	
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	"	"	1882	600,000	6	"	"	"	1895	61	
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	"	"	1878	875,000	6	"	"	"	1900	99	
2d Mort. (T. Wab. & Wt. 167 m.)	1,500,000	7	"	"	"	1871	70	Western Pacific (Cen. Pac.):						
2d M. (Gt. W. Rwy of '59, 181m.)	2,500,000	7	"	"	"	1893	76	1st Mortgage assumed, gold.	2,735,000	6*	Jan. & July.	New York.	1899	54
Equipment (Tol. & Wab. 75m.)	600,000	7	"	"	"	1883	67	Western Pennsylvania (Penn.):						
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	"	"	1907	57	1st Mortgage (main line 57 m.)	800,000	6	April & Oct.	Philadelphia.	1893	80
1st M. (Dec. & East St. L. 109m.)	2,700,000	7	"	"	"	1900	73	1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896
Consol. 2d mort. (500 m.) gold.	5,000,000	7*	Feb. & Aug.	"	"	1893	....	Western Union (M. & St. P.):					
Troy, Salem & Rutland (R. & Sar.):							1st Mortgage for \$5,000,000	3,275,000	7	Jan. & July.	New York.	1896	....
1st Mortgage, guaranteed.	500,000	7	May & Nov.	New York.	1890	....	West Jersey:						
Troy Union (and Depot):							Loan of Mar. 1, 1863, gr. by C. & A.	400,000	6	March & Sept.	Camden.	1885	83	
1st Mortgage, guaranteed.	500,000	6	Jan. & July.	New York.	1873	....	1st Mortgage, Jan. 1, 1866.	1,000,000	6	Jan. & July.	"	1896	97
2d Mortgage, guaranteed.	180,000	6	"	"	"	1878	Consolidated mort. Apr. 1, 1869.	1,000,000	7	April & Oct.	"	1899	104
Tuckerton:							West Wisconsin:							
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	....	1st Mort. land gr., gold skg fund	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1896	84
Union Pacific:							Whitehall & Plattsburg (M. & P.):							
1st Mortgage gold, tax free.	27,237,000	6*	Jan. & July.	N. Y. & Bos.	'96-'99	88	1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1888	....
2d Mortgage (Gov. subsidy).	27,236,000	6	"	"	"	'96-'99	....	Wicomico and Pocomoke					
1st Mort. Land Grant	9,183,000	7	April & Oct.	"	"	1889	84	1st Mortgage	200,000	7	Jan. & July.	New York.	1873
Income Mortgage	7,563,000	10	March & Sept.	"	"	1874	91	Williamston and Tarboro:						
Omaha Bridge B'ds, at \$250,000	2,500,000	8*	April & Oct.	London.	1896	....	1st Mortgage	350,000	8	May & Nov.	New York.	1900	....
Union Pacific (Central Div.):							Wilmington, Colum. & Augusta:							
1st Mortgage gold, tax free.	1,600,000	6*	May & Nov.	New York.	1895	....	1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	65
2d Mortgage (Gov. subsidy).	1,600,000	6	Jan. & July.	"	'96-7-8	....	Wilm., Charlotte & Rutherford:						
Union Pacific, S. Br. (M.K. & T.):							1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage gold, skg fund.	3,595,000	6*	Jan. & July.	New York.	1899	....	1st Mortgage, endor. by N. Car.	1,000,000	8	"	"	1897	....
Union & Titusville (O.C. & A. Riv.):							Wilmington and Reading:							
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....	1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	75
United Companies of New Jer.:							2d Mortgage coupon or regis.	723,600	7	Jan. & July.	"	1902	79	
Sinking Fund sterling £262,000.	1,268,080	6*	Jan. & July.	London.	1880	....	Wilmington and Weldon:						
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	98	Sterling Bonds	648,700	6*	Jan. & July.	London.	1881	....
Loan of 1875 (New Jersey Co.)	300,000	6	Feb. & Aug.	New York.	1875	....	Currency Bonds	221,400	7	May & Nov.	"	1882	....
Loan of 1883 (" ")	450,000	6	"	"	1878	....	Sinking Fund gold, Bonds.	710,000	7*	Jan. & July.	New York.	1896	90
"Loan of 1883 (Camden & Amb'y)	1,700,000	6*	"	Philadelphia.	1883	93	Wilmington and Western (Del.):							
Loan of 1889	866,000	6	June & Dec.	Princeton.	1889	91	1st Mortgage, Jan. 1, 1872.	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Consolidated (mort.) Loan of 1839	5,000,000	6	May & Nov.	Philadelphia.	1889	101	Winona & St. Peter (C. & N. W.):							
Sterling Loan £369,200	1,846,000	5*	March & Sept.	London.	1894	....	1st Mortgage \$20,000 p. m.	2,750,000	7	Jan. & July.	New York.	1890	80
Sterling Loan £360,000	1,800,000	6*	"	"	....	....	2d Mortgage \$12,000 p. m.	1,565,000	7	May & Nov.	"	1890	....
Loan of 1888	154,000	6	"	"	1888	....	Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	"	1916	....
Bond to State of New J. (N.J.Co)	100,000	7	Feb. & Aug.	New York.	1887	....	Wisconsin Central:						
Bond to State of N. Jer. (U. Co's)	500,000	7	"	"	....	....	1st M. L. G. gold S. F. \$25,000pm	....	7*	Jan. & July.	Boston.	1901	75
Loan of 1894	2,000,000	6	April & Oct.	Philadelphia.	1894	....	Worcester (Md.):						
Utica and Black River:							1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
1st Mortgage	351,500	7	Jan. & July.	N. Y. & Utica.	1878	....	Worcester and Nashua						
Utica, Chen. & Susq. Val. (D. & H.C.):							Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
1st Mortgage	....	7	"	"	"	....	Plain Bonds	75,000	6	"	"	1890	....
Utica, Ithaca and Elmira:							CANAL BONDS.							
1st Mortgage gold, skg fund.	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....	Chesapeake and Delaware:						
Vermont Central:							1st Mortgage sinking fund.	1,997,872	6	Jan. & July.	Philadelphia.	1886	91	
1st Mortgage consolidated.	3,000,000	7	June & Dec.	Boston.	1886	22	Chesapeake and Ohio:							
2d Mortgage consolidated	1,500,000	7	"	"	1891	2	Maryland Loan sinking fund.	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
1st Mort. (Stan. Sheff. & Ch. R.R.)	445,800	7	Jan. & July.	"	1887	60	Sterling, Loan guaranteed	4,375,000	6*	"	London.	1890	....
Guar. Stock (Vt. & C. R.R.)	795,500	8	June & Dec.	"	....	74	Preferred Bonds (next lien)	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Equipment Mortgage	1,000,000	8	May & Nov.	"	'76-77	65	Delaware Division (L.C. & N.):							
Equipment Mortgage	1,000,000	8	"	"	1889	65	1st Mortgage, guaranteed.	800,000	6	Jan. & July.	Philadelphia.	1878	90	
Vermont and Massachusetts:							Delaware and Hudson:							
1st Mortgage sinking fund.	550,000	6	Jan. & July.	Boston.	1883	92	1st Mort. - 1st series, Nov. 1, 1867.	1,500,000	7	May & Nov.	New York.	1877	....
Convertible bonds, tax free.	200,000	7	"	"	1879	102	gage re - 2d series, July 1, 1869.	3,500,000	7	Jan. & July.	"	1884	103	
Vermont Valley (Rutland):							gistered. 3d series, Jan. 1, 1871.	5,000,000	7	"	"	1891	104	
1st Mortgage	586,000	7	April & Oct.	New York.	1860	....	Delaware & Raritan See U'd Co's.						
2d Mortgage	114,000	6	"	Boston.	1860	....	Lehigh Coal and Navigation:						
2d Mortgage	293,200	7	"	New York.	1859	....	Mortgage Loan reg.	5,766,277	6	J. A. J. & O.	Philadelphia.	1884	97
Vicksburg and Meridian:							Mortgage Loan reg.	2,040,000	6	F. M. A. & N.	"	1897	97	
General	722,500	7	Jan. & July.	Philadelphia.	1890	....	Mortgage (equip.) Loan, gold.	4,944,000	6*	June & Dec.	"	1897	97
2d series (blue)	850,000	7	"	"	1890	....	Convertible Loan, gold	922,000	6*	March & Sept.	"	1894	100
3d series (black)	154,000	7	"	"	1890	....	Convertible Bonds	1,496,879	6	June & Dec.	"	1877	88
4th series (not end.)	1,273,000	7	April & Oct.	"	1880	....	Monongahela Navigation:						
Special Loan 1871	225,439	8	Jan. & July.	"	1880	....	1st Mortgage	103,000	6	Jan. & July.	New York.	1887	....
Vineland:							Morris (and Banking):							
1st Mortgage tax free.	750,000	7	April & Oct.	New York.	1890	....	1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1876	101
Virginia & Tennessee (A.M. & O.):							2d Mortgage	285,000	6	"	"	1876	98	
1st Mortgage	494,000	6	Jan. & July.	N.Y. & Lynch.	1873	....	Boat Loan, sinking fund.	236,965	7	"	"	1885	100
Enlarged Mortgage	990,000	6	"	"	1884	....	Preferred Stock Dividend Scrip.	103,164	7	Feb. & Aug.	"	1887	....
4th Mortgage	846,000	6	March & Sept.	"	1900	79	Pennsylvania:							
Registered Certificates.	123,208	8	Jan. & July.	"	'71-76	....	1st Mortgage skg fund guar.	2,205,000	6	Jan. & July.	Philadelphia.	1887	68
Funded Interest	204,200	8	"	"	1880	....	1st Mortgage (Wy. Val. Can.)	600,000	6	"	"	1878	....
Income Mortgage (fundable)	112,500	8	"	"	1866	....	1st Mortgage (Erie Canal).	743,654	7	"	"	1865	....
Wallkill Valley (Erie):							Interest Bonds (Erie Canal) 1860	161,960	7	"	"	1873	....
1st Mortgage gold, tax free.	20,000pm	7*	April & Oct.	New York.	1910	....	Schuykill Navigation (Ph. & Rdg:						
Ware River (Vt. Cen.):							1st Mortgage	1,748,957	6	March & Sept.	Philadelphia.	'82-'97	....
1st Mortgage gold, for \$750,000.	462,000	6*	June & Dec.	New York.	1890	....	2d Mortgage	4,016,670	6	Jan. & July.	"	1882	76
Warren (D. L. & W.):							Plain Bonds	85,222	6	"	"	1876	75	
1st Mortgage, guaranteed.	511,400	7	Feb. & Aug.	New York.	1875	....	Improvement bonds.	260,000	6	May & Nov.	"	1876	75
2d Mortgage, guaranteed.	750,000	7	May & Nov.	"	1900	....	Boat and Car Loan	756,650	7	"	"	1888	77
Warren & Franklin (O.C. & A.I.R.):							Boat and Car Loan	628,110	7	"	"	1889	86	
1st Mortgage, assumed.	580,000	7	April & Oct.	Philadelphia.	1882	78	Coupon Bonds.	1,079,000	6	Jan. & July.	"	1895	76	
Warwick Valley (Erie):							Susquehanna (S. & Tide Water):							
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....	1st Mortgage	227,000	6	J. n. & July.	Philadelphia.	1894	74
Washington and Ohio:							2d Mortgage	700,000	6	"	"	1886	....
1st Mortgage gold, \$9,000,000.	....	7*	April & Oct.	New York.	1891	....	3d Mortgage	874,000	6*	"	London.	1878	....
Watertown & Rome (R.W. & O.):							Tide-Water (Susq. & Tide-W.):							
Sinking Fund Bonds	799,900	7	March & Sept.	New York.	1880	....	1st Mortgage	97,510	6	Jan. & July.	Baltimore.	1894	....
Westchester and Philadelphia:							2d Mortgage	300,000	6	"	"	1885	....
1st Mortgage	108,400	7	Jan. & July.	Philadelphia.	1873	....	3d Mortgage	437,000	6	"	"	1878	....
General Mortgage, tax free.	1,072,300	7	April & Oct.	"	1891	103	Union:							
Western of Alabama.							1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
1st Mortgage (Western R.R.)	600,000	8	April & Oct.	New York.	1888	....	West Branch and Susquehanna:						
1st Mortgage (M. & W. Point R.R.)	750,000	8	"	"	1881	....	1st Mortgage	450,000	6	Apr. & Oct.	Philadelphia.	1878	....
2d Mortgage (consols guar.)	1,144,000	8	"	"	1900	....	2d Mortgage	298,000	6	May & Nov.	"	1899	....
Income Mortgage	913,400	....	"	"	....	....					

[illegible]

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

(A) asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertainable." Land Grant Railroads are printed in "Italic." State-aid Railroads are distinguished by a "S."

Abstract of General Balance Sheet.										Property and Assets.			Liabilities.			Operations.			Earnings.			Value of Shares.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
										Rolling Stock.			Assets.			Accounts and Cash.			Stocks.			Bonds.			Accounts.			Surplus Income.			Railroad Operated.			Trains Moved.			Passengers.			Freight.			Gross.			Net.			Dividends.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
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Rolling Stock.										Care.			Freight.			B. M. E.			Pass.			Engines.			Railroad in progress.			2d Track and Sidings.			Branch Line.			Main Line.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
Year ending.										M.			M.			M.			M.			M.			M.			M.			M.			M.			M.			M.			M.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
Jan. 30, 1873	11,110	4	310	Glman, Clinton & Springfield, Ill.	4,054,167	380,630	41,106	2,004,000	2,004,000	2,004,000	584,266	120,873	111.0	242,038	100,568	287,006	21,600	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	1

[illegible]

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

Rolling Stock (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and rumming dots (....) signify "not ascertained." Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "s."

[illegible]

Dec. 31, 1873	1874	1875	1876	1877	1878	1879	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896	1897	1898	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280																																																																																																																																																																																			
11.9	4.6	5.6	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2

PREFERRED & GUARANTEED STOCKS

(Marked thus (*) are guaranteed by Lessees; and thus (†) have equal dividends with Lessees' own stock.)

COMPANIES.	Amount of stock issued.	Rate.	Paid.	Div'ds.	Market Price.
RAILROAD STOCKS:					
Atlantic and Great Western, pref.	10,000,000	7	7		
Atlantic, Mississippi and Ohio, pref.	800,000	7	7		
Atlantic, Mississippi and Ohio, pref. guar.	276,200	7	7		
Atlantic and Pacific, preferred	10,000,000	7	14		
Atlantic and St. Lawrence, pref. guar.	3,994,900	4	4		
Baltimore and Ohio, pref. guar.	3,562,800	6	5	106	
Berkshire, pref. guar.	600,000	7	7		
Blossburg and Corning, pref. guar.	250,000	5	5		
Boston, Concord and Montreal, pref.	800,000	6	84		
Buffalo, New York and Erie, pref.	950,000	7	7		
Catawissa, pref. and guar.	1,159,500	7	86		
Camden and Amboy, pref. guar.	6,847,800	10	127		
Camden and Atlantic, preferred	763,549	7	96		
Cayuga and Susquehanna, pref. guar.	589,110	9	9		
Cedar Rapids and Missouri River, pref. and guar.	769,600	7	7		
Central of New Jersey, pref. guar.	20,000,000	10	106		
Central Ohio, pref. guar.	411,550	6	80		
Chemung, pref. guar.	380,000	6	6		
Cheshire, preferred	2,163,200	7	77		
Chicago and Alton, pref. guar.	2,426,400	10	102		
Chicago, Iowa & Nebraska, pref. guar.	3,916,300	8	89		
Chicago and North-Western, pref.	21,289,563	7	50		
Cinc. and Cleveland, pref.	429,000	6	25		
Cleveland and Mahoning, pref. guar.	2,059,200	7	7		
Cleveland and Pittsburgh, pref. guar.	11,236,150	7	87		
Cumberland Valley, 1st pref. guar.	241,900	8	8		
" 2d pref. guar.	243,000	8	8		
Dayton and Michigan, pref. and guar.	922,400	8	8		
Delaware, pref. guar.	1,315,590	6	6		
Detroit and Milwaukee pref. and guar.	2,617,140	6	6		
Dubuque and Sioux City, pref. guar.	6,000,000	3	60		
Dubuque South-Western, pref.	560,315	8	8		
Eastern (N. H.), pref. guar.	492,500	6	65		
Elmira, Jeff. and Canad., pref. guar.	500,000	5	6		
Elmira & Williamsburg, pref. and guar.	500,000	7	70		
" com. and guar.	500,000	6	6		
Erie Railway, preferred	8,538,910	7	55		
Erie and Pittsburgh, pref. guar.	2,000,000	7	7		
Evansville and Crawfordville, pref.	100,000	7	7		
Hannibal and St. Joseph, pref.	2,167,700	7	32		
Harrisburg and Lancaster, pref. guar.	1,182,550	7	7		
Housatonic, preferred	1,180,000	8	96		
Huntington & Broad Top Mtn, pref.	190,750	7	26		
Jeff. and Indianapolis, pref. guar.	2,000,000	7	7		
Joliet and Chicago, pref. guar.	1,500,000	7	85		
Joliet and Northern Indiana, pref. guar.	300,000	8	8		
Little Miami, Col. and Xenia, pref. guar.	6,394,450	8	9		
Louisv. Cincinnati and Lex. pref.	851,000	9	9		
Marquette and Cincinnati, 1st pref.	8,101,650	6	94		
" 2d pref.	4,436,250	6	18		
Mich. Southern, (Lake Shore) guar.	533,500	10	10		
Mill Creek, pref. guar.	323,375	10	10		
Millwaukee and St. Paul, preferred	12,274,483	7	62		
Mine Hill, pref. guar.	3,856,430	8	105		
Montclair, pref. guar.	2,000,000	7	7		
Morris and Essex, pref. guar.	15,000,000	7	94		
Nequehoning Valley, pref. guar.	2,000,000	10	107		
Newark and New York, pref. guar.	1,000,000	7	7		
Newcastle and Beaver Valley, pref. guar.	605,000	10	10		
New Jersey, pref. guar.	7,295,200	10	124		
New London Northern, pref. guar.	971,400	10	10		
New York & Harlem, pref. and guar.	1,500,000	8	127		
" com. and guar.	8,500,000	8	128		
Niagara Br. & Canandaigua, pref. guar.	1,000,000	6	6		
North Eastern (S. C.), preferred	105,000	8	8		
Northern New Jersey, pref. guar.	1,000,000	8	8		
Norwich and Worcester, pref. guar.	2,823,400	10	110		
Ogdensburg & Lake Champlain, pref. guar.	3,077,000	7	7		
" pf. and guar.	2,000,000	8	90		
Ohio and Mississippi, preferred	4,030,000	7	7		
Oswego and Syracuse, pref. guar.	1,144,400	9	9		
Panama, guaranteed	7,000,000	12	115		
Patterson and Hudson, pref. guar.	630,000	8	8		
Pemberton and Hightstown, pref. guar.	342,000	6	6		
Peoria and Bureau Valley, pref. guar.	1,200,000	8	8		
Philadelphia and Erie, preferred	2,400,000	7	7		
Phila. Germantown & Norristown, pref. guar.	2,231,900	12	180		
Philadelphia and Reading, pref. guar.	1,551,687	10	110		
Philadelphia and Trenton, pref. guar.	1,259,100	10	123		
Pittsburg, Ft. Wayne & Chic., pref. guar.	22,214,285	7	92		
Pittsburg and North Adams, pref. guar.	460,000	5	86		
Portland, Saco & Portsmouth, pref. guar.	1,500,000	10	113		
Rochester & Genesee Valley, pref. guar.	557,560	7	7		
Rutland, pref. and guar.	4,800,000	7	26		
St. Louis, Alton & Terre Haute, pref. guar.	2,468,400	7	14		
St. Louis, Jacksonv. & Ch., pf. and guar.	1,054,100	7	7		
St. Louis, Kansas City & Nor., pref.	12,000,000	6	21		
Schuylkill Valley, pref. guar.	576,000	5	5		
Shanokin V. & Pottsville, pref. guar.	869,450	6	6		
Toledo, Peoria & Warsaw, 1st pref.	1,700,000	7	7		
" 2d pref.	1,000,000	7	7		
Toledo, Wabash and Western, pref.	1,000,000	7	71		
Warren, pref. guar.	1,800,000	7	85		
CANAL STOCKS.					
Delaware Division, pref. guar.	1,633,350	8	8		
Danaware and Raritan, pref. guar.	6,847,500	10	10		
Morris, preferred and guar.	1,175,000	10	125		
" com. and guar.	1,690,000	4	48		
Schuylkill and Delaware, pref. guar.	2,909,977	6	24		

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1½ cents per lb.; Pig, 87 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, 86; Scrap Wrought, 88 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.	
Pig, Scotch—Coltness..... per ton — @ —	
Gartsherrie..... — @ —	
Summerlee..... — @ —	
Carnbroe..... 36 — @ 37	
Langloan..... — @ —	
Glenango..... 37 — @ 38	
Eglinton..... — @ —	
Pig, American, No. 1..... 29 — @ 31	
Pig, American, No. 2..... 27 — @ 29	
Pig, American, Forge..... 24 — @ 26	
Bar, Refined, English and American..... — @ —	
Bar, Sweden, assorted sizes..... (gold) 115 — @ 120	
STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad val., all less 10 per cent. (Store Prices.)	
English, Cast, (2d and 1st quality)..... per lb. — 17 — @ 21	
English Spring (2d and 1st quality)..... — 9 — @ 104	
English Blister (2d and 1st quality)..... — 14 — @ 184	
English Machinery..... — @ 144	
English German (2d and 1st quality)..... — 124 — @ 144	
American Blister..... — @ 9	
American, Cast, Tool..... — @ 16	
American, Cast Spring..... — @ 10	
American Machinery..... — @ 11	
American German Spring..... — @ —	
NAILS—DUTY: Cut, 1½; Wrought, 2½. Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.	
10d. to 60d. Com. Fence & Sheath per keg. 3 65 — @ 3 75	
8d. and 9d. "..... 4 — @ —	
6d. and 7d. "..... 4 25 — @ —	
4d. and 5d. "..... 4 50 — @ —	
3d. and 4d. Light..... 5 25 — @ —	
3d. Fine..... 6 — @ —	
2d..... 6 75 — @ —	
Cut Spikes, all sizes..... 4 — @ —	
TIN—DUTY: Pig, Bars and Block, FREE; Plate and Sheets and Terne Plates, 15 per cent. ad val.	
Blanka..... (gold) per lb. — 25 — @ 26	
Straits..... (gold)..... — 21 — @ 22	
English, L. & F..... (gold)..... — @ 20	
English, Refined..... (gold)..... — 21 — @ 21	
Plates—Fair to good brands..... Gold.....	
I. C. Charcoal..... per box. 9 75 — @ 10 12	
I. C. Coke..... 7 75 — @ 8 —	
Coke Terne..... 6 75 — @ 7 12	
Charcoal Terne..... 8 75 — @ 9 —	
PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.	
Crude 40@48 gravity (in bulk)..... — 5 — @ 51	
Crude 40@47 gravity (in shipping order)..... — 8 — @ 8	
Refined, Standard White (in ship's order)..... — 12 — @ 12	
Refined, S. W. (in jobbing lots)..... — 12 — @ 12	
Refined, S. W. (in tin)..... — 17 — @ 19	
Naphtha, Refined (65@73 gravity)..... — 9 — @ 11	
Residuum..... (in shipping order) per gall. — 6 — @ —	
COPPER—DUTY: Pig, Bar and Ingot, 5; Old Copper 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent.	
Copper, New Sheathing, (over 12 oz.) per lb. — 30 — @ 31	
Copper, Bolts..... — 32 — @ 33	
Copper, Braziers' (over 16 oz.)..... — 32 — @ 33	
Copper, Nails..... — 37 — @ 38	
Copper, Old Sheathing, &c., mixed lots..... — 19 — @ 21	
Copper, American Ingot Lake..... — 6 — @ 21	
Copper, English Pig..... — @ —	
Yellow Metal, New Sheathing & bronze..... — 22 — @ 23	
Yellow Metal, Bolts..... — 30 — @ 30	
Yellow Metal, Nails, Sheathing & Slatting..... — @ 23	
LEAD—DUTY: Pig, 32 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.—all less 10 p. ct.	
Spanish Ordinary..... (gold) per 100 lb. — @ 6 24	
German Ordinary..... (gold)..... — @ 6 24	
English..... (gold)..... — @ 6 24	
Foreign Refined..... (gold) 6 87 — @ 7 —	
Domestic..... (gold) 6 — @ 6 10	
COAL—DUTY: Bituminous, 75 cts. per ton of 28 bushels 50 lb. to the bushel; Anthracite, FREE; other, 40 cents per 28 bushels of 80 lb. to the bushel.	
Liverpool Gas Cannel..... — 11 — @ —	
Liverpool House Cannel..... — 18 — @ —	
Anthracite (by cargo)..... per ton of 1,400 lb. 5 — @ 6 50	

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 23.

Th. 17. F. 18. Sat. 19. M. 21. Tu. 22. W. 23.

Th. 17. F. 18. Sat. 19. M. 21. Tu. 22. W. 23.					
Boston, Hart. & Erie.....					
Central Pacific.....					
Central Pacific 6a.....	90	90	91	92	91
Central of N. Jersey.....		105	105	105	106
Chesapeake & Ohio 1 m. 49	49	49	49	49	49
Chicago & Alton.....	99		98	98	98
.. pref.....					
.. 1 M.....					
.. S. F.....					
.. Inc. bds.....					
Chicago, Burl. & Q.....	102	102		102	102
.. 8a, 1883.....		111			
Chic. & Northwestern.....	36	36	35	37	38
.. pref.....	55	54	53	54	55
.. 1st M.....	97				
.. S. F.....					
.. Consol.....					
Chic. Rock Isl. & Pac. 101	101	101	102	102	103
Chi. R. I. & Pa. 7a, 1896 105			106	106	106
Clev., Col. C. and Ind.....			67		
Clev. & Pittsburgh guar. 87	87				87
.. 2 M.....					
.. 3 M.....					
.. 4 M.....					
Clev. and Toledo.....					
.. S. F. 7a.....	103	101			
Col., Chi. & Ind. C.....	9	9	10	11	12
.. 1 M.....	60	70	70	71	72
.. 2 M.....					
Del. & Hudson Canal 114	114		114		
Del. Lack. & Western 109		109	109	109	109
.. 1 M.....					
.. 2 M.....					
Erie Railway.....	34	34	35	37	37
.. pref.....				55	
.. 1 M. 7a, 1897.....	103	104			
.. 2 M. 7a, 1879.....			100		100
.. 3 M. 7a, 1883 97					
.. 4 M. 7a, 1880.....	100	99			
.. 5 M. 7a, 1888.....					
.. 7a, conv. gold.....					
Great Western 2d mort.....					
Hannibal & St. Joseph.....	26	27	27	28	27
.. pref.....	30	31	32	33	
.. 8a, conv.....					78
Hudson River.....					
.. 2 M. S. F.....					
.. 3 M. 7a, 1875.....					
Illinois Central.....			91	90	90
.. 7a.....					
Lake Shore & Mich. S. 7a 76	75	75	76	77	77
Marietta & Cin. 1st pref.....					
.. 2d pref.....					
Michigan Central.....	73		73	74	76
.. S. F. 8a, 1882.....					
M. S. and N. I. 1 M. S. F.....				103	
.. 2 M.....	100	100			
Milw. and St. Paul.....	33	33	32	33	34
.. pref.....	62	62	62	62	63
.. 1st mort.....					
.. 2d mort.....					
.. 8a.....					
.. 7-10a conv.....					
.. 7a, gold.....					
Morris and Essex.....	97	96			96
.. 1st mort.....				108	108
.. 2d mort.....				103	
N. Y. Cen. & Hud. Riv. 100	100	100	101	101	101
.. 7a, S. F. 1876.....					
.. 6a, S. F. 1883.....			95	95	95
.. 6a, S. F. 1887 95					
.. 1st mort.....	107	107	108	108	
.. reg.....	103	107	108		
N. York and Harlem 128			125	129	128
.. pref.....					
.. 1 M. 7a.....	107		107	107	
N. York N. Hav. & Hart. 132			132		
N. Carolina 6a, old.....					
.. new.....					
Ohio and Miss.....	24	24	24	24	26
.. pref.....					51
.. 2d M.....					
Pacific Mail S. S. Co. 47	47	48	48	47	48
Panama.....		112	113	114	115
Pitts., Ft. W. & Chi. gtd. 93			92	92	
.. 1 M.....					
.. 2 M.....					
.. 3 M.....					
Quicksilver Mining Co. 33	33	33	33	33	32
St. L., Alton & T. H.....					
.. pref.....					
.. 1 M.....	107	107			
.. 2 M. pref.....	87	87			
.. Income bds.....	72		72		
Tennessee 6a, old.....	49	50			
.. new.....					
Tol., Wab. & Western 32	32	31	32	32	32
.. pref.....					
.. 1 M.....					
.. 2 M.....		70		70	
.. Equipment.....					
.. St. Lou. Div.....					
Union Pacific.....	34	35	35	36	36
.. 1st mort.....	85	86	86	87	88
.. 1st Mt. 7a.....	87	89	88	89	88
.. Inc. 10a.....				91	
.. S. F. 8a.....	74	75	75	75	76
Virginia 6a, old.....					
.. new.....					
.. consol.....					
.. def. cert.....	9			84	

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 23.

Th. 17. F. 18. Sat. 19. M. 21. Tu. 22. W. 23.

FEDERAL STOCKS:—

U. S. 6s, 10-40s, reg.	110½	110½	110½	110½	110½
U. S. 6s, 10-40s, coup.	111½	111½	111½	111½	111½
U. S. 6s, 1881, reg.	112½	112½	112½	112½	112½
U. S. 6s, 1881, coup.	112½	112½	112½	112½	112½
U. S. 6s, 1881, reg.	117½	117½	117½	117½	117½
U. S. 6s, 1881, coup.	118½	118½	118½	118½	118½
U. S. 6s, 5-20s, c. 1862.	112½	112½	112½	112½	112½
U. S. 6s, 5-20s, reg. '64.	112½	112½	112½	112½	112½
U. S. 6s, 5-20s, c. 1864.	114½	114½	114½	114½	114½
U. S. 6s, 5-20s, reg. '65.114½	114½	114½	114½	114½	114½
U. S. 6s, 5-20s, c. 1865.116	115½	115½	115½	115½	115½
U. S. 6s, 5-20s, r. n. '65.115½	115½	115½	115½	115½	115½
U. S. 6s, 5-20s, c. n. '65.116	116½	116½	116½	116½	116½
U. S. 6s, 5-20s, reg. '67.	117	117	117	117	117
U. S. 6s, 5-20s, c. 1867.116½	117	117	117	117	117
U. S. 6s, 5-20s, reg. '68.116½	117	117	117	117	117
U. S. 6s, 5-20s, c. '68.	117	117	117	117	117
U. S. 6s, Pac. RR. issue.	117½	117½	117½	117½	117½

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Sept. 22.

W. 16. Th. 17. F. 18. Sat. 19. M. 21. Tu. 22.

Catawissa preferred	43	43	43	43	43
7s, new	101	101	101	101	101
Camden and Amboy	6s, 1875	93	93	93	93
6s, 1883	93	93	93	93	93
6s, 1889	101½	101½	101½	101½	101½
mort. 6s, '89	101½	101½	101½	101½	101½
Elmira & Williamsport	7s, new	62½	62½	62½	62½
pref.	62½	62½	62½	62½	62½
Lehigh Navigation	45½	45½	45½	45½	45½
6s, 1884	96½	96½	96½	96½	96½
Gold L.	97	97	97	97	97
R. R. L.	97	97	97	97	97
Conv. G. L.	97	97	97	97	97
Lehigh Valley R. R.	61½	61½	61½	61½	61½
6s new coup. 100	100½	100½	100½	100½	100½
6s new reg. 101	102	102	102	102	102
7s.	104½	104½	104½	104½	104½
Little Schuylkill R. R.	48½	48½	48½	48½	48½
7s.	52½	52½	52½	52½	52½
Minehill	52½	52½	52½	52½	52½
Morris Canal	48	48	48	48	48
North Pennsylvania	100	100	100	100	100
6s, 1885	100	100	100	100	100
7s.	104	104	104	104	104
10s, 1887	32½	32½	32½	32½	32½
Northern Central	7½	7½	7½	7½	7½
Oil Creek & Alleg. Riv.	7½	7½	7½	7½	7½
7s.	51	51	51	51	51
Pennsylvania R. R.	53½	53½	53½	53½	53½
1st M.	53½	53½	53½	53½	53½
2d M.	92½	92½	92½	92½	92½
Gen. mort.	92½	92½	92½	92½	92½
6s, 3d series	103	103	103	103	103
Penn. State 6s, 2d series	101	101	101	101	101
6s, 3d series	103	103	103	103	103
Philadelphia City, 6s.	103	103	103	103	103
new	103	103	103	103	103
Philad. Germ. & Nor.	90	90	90	90	90
Phila. & Reading	55½	55½	55½	55½	55½
Philadelphia and Erie	13	13	13	13	13
7s.	81½	81½	81½	81½	81½
7s.	81½	81½	81½	81½	81½
Phila. Wilm. & Balt.	53½	53½	53½	53½	53½
Schuylkill Navigation	12½	12½	12½	12½	12½
6s, 1882	76½	76½	76½	76½	76½
6s, 1876	76½	76½	76½	76½	76½
6s, 1872	127	127	127	127	127
United Co. of N. Jersey	127	127	127	127	127
Hestonville, (Horse)	194	194	194	194	194
Chestnut & Wal.	26½	26½	26½	26½	26½
Green & Coates	26½	26½	26½	26½	26½
2d and 3d streets	30	30	30	30	30
Spruce and Pine	30	30	30	30	30
13th and 15th sts.	30	30	30	30	30

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Sept. 22.

W. 16. Th. 17. F. 18. Sat. 19. M. 21. Tu. 22.

Baltimore City 6s, 1875.101½	102	102	102	102	102
1886	101	101	101	101	101
1890	100	100	100	100	100
1884	100	100	100	100	100
1900	100	100	100	100	100
Balt and Ohio	171	171	171	171	171
bonds, 1875.	101½	101½	101½	101½	101½
1880.	101½	101½	101½	101½	101½
1885.	102½	102½	102½	102½	102½
Central Ohio	102½	102½	102½	102½	102½
1st mort.	102½	102½	102½	102½	102½
Marletta & Cin. 1st M.	102½	102½	102½	102½	102½
2d M.	92½	92½	92½	92½	92½
3d M. 8s.	74½	74½	74½	74½	74½
Northern Central	100	100	100	100	100
bonds, 1885.	100	100	100	100	100
1900.	100	100	100	100	100
G. B. 1900.	100	100	100	100	100
Pittab. & Connellsv. 7s.	50	52	51½	51½	52
N. W. Va. 3d mort.	50	52	51½	51½	52
Virginia 6s, Consol.	50	52	51½	51½	52
Defer. Certif.	50	52	51½	51½	52
City Passenger R. R.	50	52	51½	51½	52

Boston Stock Exchange.

Actual Sale Prices for the week ending Sept. 23.

Th. 17. F. 18. Sat. 19. M. 21. Tu. 22. W. 23.

Boston and Albany	132	132	132	132	132
Boston and Lowell	115	115	115	115	115
Boston and Maine	115	115	115	115	115
Boston and Providence	115	115	115	115	115
Boston, Hartford & Erie	23½	24	24	24	24
7s.	23½	24	24	24	24
Cheshire, pref.	77½	77½	77½	77½	77½
Chil. Burl. & Quincy	101½	101½	101½	101½	101½
Concord	101½	101½	101½	101½	101½
Connecticut River	61	62	61	61	61
Eastern	61	62	61	61	61
Fitchburg	115	115	115	115	115
Manchester & Lawtice	73	74½	74½	74½	74½
Michigan Central	73	74½	74½	74½	74½
Northern, N. H.	104½	104½	104½	104½	104½
Ogdens. & Lake Champ.	104½	104½	104½	104½	104½
pref.	104½	104½	104½	104½	104½
Old Colony	106½	106½	106½	106½	106½
Ph. W. & Baltimore	54½	54½	54½	54½	54½
Port'd. Saco & Ports.	113½	113½	113½	113½	113½
Union Pacific	86	86	86	86	86
6s.	84½	84½	84½	84½	84½
Land Grant 7s	85	85	85	85	85
Income 10s	89½	89½	89½	89½	89½
S. F. 8s.	73½	73½	73½	73½	73½
Vermont & Canada	84	84	84	84	84
Vermont & Mass.	84	84	84	84	84
South Boston (Horse)	44	44	44	44	44
Cambridge	44	44	44	44	44
Metropolitan	44	44	44	44	44
Middlesex	44	44	44	44	44
Central Mining Co.	31½	31½	31½	31½	31½
Copper Falls	31½	31½	31½	31½	31½
Franklin	31½	31½	31½	31½	31½
National	31½	31½	31½	31½	31½
Quincy	31½	31½	31½	31½	31½

London Stock Exchange.

Closing Prices.

	Sept. 11.	Sept. 4.
Atlantic & Gt. W. 1st mort., \$1,000.	51	51
Do. 2d mort., \$1,000.	28	28
Do. 3d mort., \$1,000.	14	14
Do. Con. mort. B'nds Bisch's Cert.	15	15
Do. Leas. Lines, Rental Bonds.	69	69
Do. 8 p. c. Scrip, West. Exten.	1873	47
Detroit & Milwaukee 1st mort. Bonds	60	60
Do. 2d do.	65	60
Erie shares 100 dol. all paid.	31½	32
Do. Convertible Gold Bonds	65	66
Do. 6 per cent Convertible Bonds	94	96
Cons. Mort. amount autho. to be issued for conv. of existing bonds.	90	92
Illinois Central \$100 shares all paid.	85	87
Do. Redemption mort. bonds 6 p.c.	100	102
Illinois & St. Louis Bridge 1st mort. 103½	104	104
Marletta and Cincinnati Rail. Bonds	96	99
Michigan Central 8s 1882, conv.	95	97
New York Central, 100 dols. shares.	100	102
Panama General mort.	99½	100
Pennsylvania, General mort.	99½	100
Do. 450 shares.	49	50
Philadelphia and Erie 1st mort.	97	99

American Railroad Journal.

Saturday, September 26, 1874.

Stock Exchange and Money Market.

The Money market has shown no really new feature during the week, the offerings of capital having been very liberal, with call loans generally quoted as before, at 2@3 per cent, and the best mercantile credits rated at 5@7 per cent per annum. The demand for accommodation, though more active, as well for speculative, as for legitimate business purposes, has not been equal to the absorption of the accumulated balances at this point, seeking prompt and remunerative employment. The City Banks have shown no important alterations in their averages, apart from the falling off in the deposit line, which has been over a million dollars. The Sub-Treasury more than offset a loss of currency, by a gain in specie. The City banks, last week, diminished their reserve of legal tender notes \$521,100, and their deposit item \$1,041,700, while enlarging their specie average \$89,000. They report a decrease of \$298,600 in the loans and discounts, and an increase of \$32,900 in their circulation. The U. S. Sub Treasury in this city closed the week

with a currency balance of \$59,608,770, against \$60,988,997 the preceding week; and a coin board of \$55,117,510, against 53,482,111, on the previous return. The City bank exchanges, during the week, were \$404,199,714, or a daily average of \$67,366,619. The customs revenue of the port, during the week, was \$2,364,128. The City banks reported their average of gold last week at \$19,952,100, and their greenback average at \$64,804,800. Their deposits stood at \$236,840,800. The loan item was \$280,569,200. The circulation was \$25,638,600.

The aggregate of the outstanding U. S. currency, of all denominations, Sept. 1, was \$428,422,258. The outstanding amount of legal tender notes is 382 millions. The National bank circulation is 350,383,606.

The income of the Government, from internal revenues, thus far, in the fiscal year, commencing with July 1, 1874, has been over 24¼ millions.

The Treasury balances at the opening of business on Wednesday were as follows: currency, \$14,665,947; special deposit of legal tenders for the redemption of certificates of deposit, \$60,445,000; coin, \$73,867,236, including \$28,651,340 in coin certificates.

Gold has been less active within the previous range. There has been less inquiry from speculative sources; and the export movement has been lighter. The customs call has been fair. The extremes of the week have been 109¾@109½, closing at 109½, as against 109¼ on Wednesday of the preceding week. The specie outflow last week, was only \$400,184. The imports of specie at this port since Jan. 1, have been \$4,052,486, against \$2,959,807 same time last year. The customs demand for Gold last week averaged \$406,666 a day. Foreign Exchange has been in moderate request, with Bankers' sixty day bills on London closing on Wednesday at \$4 83¼@84 84½; sight bills on London at @4 86¼@87 to the £ sterling. The week's exports of Domestic Produce have been to the currency value of \$4,354,724.

The import entries of Foreign Merchandise at New York, including dry goods, amount for the past week to \$6,669,952.

There has been a somewhat restricted business reported in Government Securities since our last, with prices quoted a shade lower in most instances, though the offerings of bonds have been comparatively limited.

U. S. sixes of 1881 closed on Wednesday of this week at 117½@118½; U. S. Five-Twenties of 1862, 112¾@113; U. S. Five-Twenties of 1864 at 114½@115½; U. S. Five-Twenties of 1865, 115½@116; U. S. Five-Twenties of 1865 consolidated, 115½@115½; U. S. Five-Twenties of 1867, 116¾@117; U. S. Five-Twenties of 1868, 116¾@117; U. S. Ten-forties at 111¾@111½; U. S. Fives of 1881, (Funding Loan) 111½@112; Six per cent. currency Sixes from 117@117½.

The dealings in State and Railway bonds have been more extensive and prices have been quoted generally stronger. Railway and miscellaneous share property has been in more confident demand, especially toward the close, at firm and buoyant prices.

A fairly active business has been reported in the leading kinds of Domestic produce, but at variable prices, Flour, Wheat, Oats, Cotton,

Pork, Lard, and Petroleum closed lower. Corn, Butter, Cheese, Naval Stores, Wool, Tobacco, Fish, and Tallow, firmer. The Metal trade has shown steadiness as to values, on, however, very moderate dealings. Eglinton Pig Iron quoted at \$35; Glengarnock, \$27@38; No. 1 American Pig at \$30@31, No. 2 do. at \$27@29; Forge, \$25@27; English Rails at \$50, gold; American Rails at works, \$55@60; Old Rails, \$34@38. Wrought Scrap, \$33@37. Hardware has been in less request and unsettled in price. Dry Goods have been moderately active, but quoted weaker as to values. Boots and Shoes have been in brisk request and held more confidently. Hides have been rather more sought after, and Leather has been in fair demand, at about previous quotations. Groceries have been attracting more attention, and have been quoted firmer. A livelier business has been reported in ocean freights, but without leading to improvement as to rates.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Atlantic and Pacific R. R. pref., 14¼; Pacific R. R. of Mo., 39¼; do. 1st mort., 78½; New Jersey Southern R. R., 3; St. Louis, Kansas City and Northern pref., 21; Warren R. R., 85; Del., Lack. and Western 7s, conv., 105; Del. and Hudson Canal reg. 7s, 1891, 104½; Chicago and Northwestern consol. gold bonds, 78; Morris and Essex 7s, 1871, 98½; St. Louis and Iron Mt., R. R., 16½; do. 2d mort., 59; International 1st mort., 69; Albany and Susquehanna 1st mort., 103½; do. 2d mort., 101; Central of New Jersey 1st mort., new, 105½; do. 7s, conv., 102; Michigan Central 7s, 99½; Ohio and Miss. consol. S. F. 90¼; Toledo, Wabash and Western 7s, consol., 57; Toledo, Peoria and Warsaw 1st mort. W. D., 73½; Gt. Western 1st mort. 1888, 85½; Cleve., Col., Cin. and Ind. 1st mort., 104; Western Pacific bonds, 84; Cleveland and Pittsburg 7s, consol., 101; Quicksilver pref., 39½; Western Union Telegraph 78½; do. 7s, 99½; Adams Exp., 108; U. S. Exp., 64½; Wells-Fargo Exp., 78½; Am. Exp., 62; Maryland Coal, 19¾; Spring Mt. Coal; 68; Consol. Coal of Md., 47½; Ohio 6s, 1881, 102; New York State 5s, 1875, 109½; do. 7s, B. L., reg., 107½; Missouri 6s, 1875, 99¼; do. 1876, 98¾; do. 1877, 97; do. 1878, 94½; do. 6s, l. bonds 94½; South Carolina 6s, new, April and Oct., 17; do. 6s, non. f., 7; Tennessee 6s, n. s., 51½; do. 6s, old, ex-coupon, 52; do. new, ex-coupon, 51; Brooklyn 6s., W. L., 94.

Philadelphia.—Sunbury and Erie 7s, 103¾; Huntingdon and Broad Top Mt. 7s, consol., 55; Phila. and Reading 6s, 1844-50, 100; do. 7s, new, conv., 104; do. Gen'l mort. 7s, reg., 105; do. coupon, 104¼; do. 7s, 1893, 105½; do. debent. bonds, 79; Pittsburg, Cincinnati and St. Louis 7s, 63½; West Jersey 1st mort. 6s, 97; Northern Pacific 7 30s, 29; Delaware Division Canal 6s, 90; Pennsylvania and New York 7s, 103¼; Harrisburg and Lancaster 6s, 101¼; Allegheny Valley 7 3-10s, 88½; Westchester and Philadelphia 7s, 103¼; Pennsylvania R. R. div. scrip, 103½; East Pennsylvania R. R., 41; do. 7s, 100½; Camden and Atlantic pref., 48; Nesquehoning Valley R. R., 53½; Catawissa new pref., 32¾; Schuylkill Nav. div. scrip, 88; Ridge Avenue R. R., 46¾. The latest quotations are: City 6s,

101½@102; do. free of tax, 103½@103¾; Pennsylvania State 6s, 2d series, 107½@108; do. 3d series, 110½@111; Philadelphia and Reading, 56½@56¾; do. Gen'l mort. 7s, coup., 104½@104¾; do. reg., 104¾@105¼; do. mort. 6s, 1880, 98½@100; do. new, conv., 103¾@104¼; do. 7s, 1893, 105½@107; United New Jersey R. R. and Canal Co., 124¾@—; Camden and Amboy mort. 6s, 1889, 100¾@101½; Pennsylvania R. R., 54½@54¾; do. div. scrip, 103½@104; do. 1st mort., 101¼@101½; do. 2d mort. 101@101¼; do. general mort. coupon 92½@92¾; do. reg., 94½@97; Little Schuylkill R. R., 47½@48½; Morris Canal, 47¾@48¼; do. pref. 123@125; do. 6s, 100½@101; Susquehanna Canal, 6@9; do. 6s, 75@75; Schuylkill Nav., 6@6¼; do. pref., 12@12¼; do. 6s, 1882, 76½@77; do. 1872, 89@91; Elmira and Williamsport pref., 36@40; do. 7s, 1873, 95@98; do. 5s, 60@63; Lehigh Coal and Navigation, 45½@46; do. 6s, 1884, 97½@98; do. R. R. Loan, 98@98; do. Gold Loan, 97@97¼; North Pennsylvania, 47@—; do. 6s, 100½@100¾; do. 7s, 103½@104; do. Chatte 10s, 108@108½; Philadelphia and Erie, 14¾@14¾; do. 6s, 92@93; do. 7s, 81¾@82¼; Minehill, 52½@52¾; Catawissa, 14@15¼; do. pref., 42½@43¼; do. new pref., 32¾@33¼; do. 7s, 1900, 101@101½; Lehigh Valley, 62¼@62½; do. 6s, new coupon, 100¼@100¾; do. reg., 101½@102½; do. 7s, 104@104½; Fifth and Sixth streets (horse) 55½@57; Second and Third, 65@66; Thirteenth and Fifteenth, 23@24; Spruce and Pine, 29¾@30¼; Green and Coates, 50½@51; Chestnut and Walnut, 74@75; Hestonville, 19¼@19¾; Germantown, 35@45.

Boston.—Worcester and Nashua R. R., 122½; Rutland pref., 26; do. scrip, No. 6, 40; Nashua and Lowell R. R., 117½; Burlington and Missouri River R. R. in Iowa, 98½; do. L. G. 7s, 98; Connecticut and Passumpsic Rivers R. R., 75; do. 7s, 95½; Cincinnati, Sandusky and Cleveland R. R., 9½; Norwich and Worcester R. R., 116¼; Eastern (N.H.) R. R., 55; Old Colony 7s, 1894, 104½; Atchison, Topeka and Santa Fe 1st mort., 57; Stanstead, Shefford and Chambly 7s, 60; Boston and Maine 7s, 1894, 104¼; Chicago, Burlington and Quincy 7s, 97; Union Horse R. R., 108; Eastern 7s, 1887, 93½; Boston Concord and Montreal 7s, 103; Detroit, Hillsdale and Indiana 1st mort., 30; Chicago and Michigan Lake Shore 8s, 80; Burlington and Southwestern 1st mort. 8s, 19; Cedar Rapids and Missouri 7s 1916, 85; Boston Water Power Co., 11; Cary Imp., 5½; New Hampshire 6s, 1892, 101¼; Massachusetts 6s, 101½; Cambridge 6s, 1894, 96½; Boston 6s, 1880@1893, 100; Chicago 7s, 1890, 99; Cleveland 7s, 1875, 98¾; Toledo, 8s, 1878, 101½; Louisville 6s, 1887, 82.

Baltimore.—Virginia consols, coupons, 86¼; Maryland Defense 6s, 106½; Marietta and Cincinnati 2d pref., 9½; Western Maryland R. R., 3; do. 6s, guar. by Washington Co., 91; Orange and Alexandria 2d mort. 6s, 84; do. 4th mort. 8s, 70; Chesapeake and Ohio R. R. 6s, 49½; Orange, Alex. and Manassas 7s, 80; Santa Clara Mining Co., 9; do. bonds, 27. The latest quotations are: Richmond and Danville 1st mort., 67@70; Pittsburg and Connellsville 7s, 1898, 80@82; Baltimore and Ohio, 170½@172; do. 6s, 1875, 101@101½; do. 1880, 101¾@102; do., 1885, 103@104; Washington Branch, —@175; Northern Central,

32½@33½; do. 6s, 1885, 93¾@94¼; do. s., 1877, 96@100; do. 1900, 90@92; do., 6s, 1900 gold, 91@92; N. W. Va. 3d mort., 1885, 97@98; Marietta and Cincinnati 1st pref., 17@19; do. 2d pref., 8@9½; do. 1st mort. 7s, 1892, 102@102½; do. 2d mort., 7s, 92¾@92¾; do., 3d mort., 8s, 74@74¼; Central Ohio, 42@45; do. pref., —@—; do. 1st mort., 90@91; Western Maryland, 1st mort. 6s, 1890, 80@89; do. 1st mort. guar., 99@100; do. 2d mort. guar., 98@100; do. 3d mort., guar., 99@100; do. 2d mort. pref., 60@70; do., 2d mort. guar. by Washington Co., 90@92; Virginia and Tennessee 2d mort. 6s, 69½@70; do. 3d mort. 8s, 77@80; Orange and Alexandria 1st mort. 6s, 90@92; do., 2d mort. 6s, 84@85; do., 3d mort. 8s, 80@80½; do., 4th mort. 8s, 69½@70½; Orange, Alex. and Manassas 7s, 79½@80; Baltimore 6s, 1875, 102@102½; do., 1884, 100@102; do. 1886, 101@101; do. 1890, 100@100¼; do., 1900, 100@100¼; do. 1902, 100½@101¼; do., 6s, exempt, 104@105; do. 5s, 80@85; Memphis City 6s, 38@42; Maryland Defense 6s, 1883, 106@107¼; do. 6s, 1890, 102@—; do. 6s, exempt, 106@107¼; do. 5s, 80@85; Virginia coupon 6s, old, 28@35; do. new, 30@40; do. consol. 6s, 51¾@52; do. coupons, 86@86½; West Virginia, 8@9¼; City Passenger R. R., 19¾@22; George's Creek Coal, 140@150; Atlantic Coal, 2.30@2.45; Santa Clara, 9.00@9.00; do. bonds, 27@27; Canton Co., 55@70.

It is stated that the New York Central Railroad Company intends abandoning the present line of the Niagara branch through Rochester. The plan is to run all but Charlotte trains over the main or Buffalo line to the Field Tavern, or in that vicinity, and to connect with the Falls road from that point. A new route through Rochester has been decided on for the Charlotte road.

The Hempstead branch of the South Side Railroad, commonly known as the Hempstead and Rockaway Railroad, which is distinct from the main line of the South Side Railroad just purchased by the Messrs. Poppenhusen, is advertised to be sold on Wednesday October 28, at Hewlett's Hotel, in Hempstead, to satisfy a judgment order, the Brooklyn Trust Company being the plaintiff.

We are afforded another illustration of the fact that railroads are fast superseding canals, in the abandonment of that portion of the West Branch and Susquehanna Canal, above Lock Haven, and of that portion of the Juniata Canal, above Petersburg, both of which branches were closed to boatmen on and after the 1st of September.

At the regular meeting of the Board of Directors of the Columbus and Hocking Valley Railroad Company, held in Columbus, Ohio, on the 9th inst., H. C. Noble, Esq., was elected a director vice Hon. Wm. Dennison, resigned. The resignation of J. W. Doherty as Superintendent was accepted, and the duties of his office placed in the hands of M. M. Greene, Vice President.

The Los Angeles Express says that articles of incorporation of a new railroad to tide water from that city including a wharf at the terminus reaching to ship water, have been signed by the foremost of its citizens.

A letter to the *Baltimore Sun*, dated Frederick, Md., Sept. 18, says: "It is currently stated that the Pennsylvania Railroad Company have secured control of a line of railroad now in process of completion from York, Pennsylvania, to Hanover, and have negotiated with the Hanover and Littlestown Railroad Company, and are about to conclude an arrangement with the Frederick and Pennsylvania Line Railroad Co., which will secure them a continuous line from York to Frederick, and give them a through connection from Frederick to Philadelphia and New York. In all probability this movement will lead to the extension at no distant day of the Frederick and Pennsylvania Line Railroad to Washington city, giving an important competing trunk line from the national metropolis to New York city. This line traverses one of the most beautiful and fertile regions of the country east of the Alleghenies."

The *Boston Journal* says that an important railroad conference was held in Lawrence on the 16th inst., between representatives of the Boston and Lowell and Eastern Railroad Companies. The former is now building a connection with Lawrence, and the latter has a line located from North Andover to Lawrence, and the location of a union depot was considered. But the more important project under discussion arises from the design of the Boston and Lowell to form a new line to Portland. Building under a charter recently granted, from Lawrence, through Methuen, to Hampstead, N. H., the Lowell Railroad Company claim they then have, by using roads now running to Portland, a continuous line from Boston to Portland, which, it is claimed by them, is shorter than the Boston and Maine by fourteen miles.

The new owners of the South Side Railroad of Long Island are now in control of the road. It is understood that as soon as the arrangements can be made the passenger trains will be run to Hunter's Point, instead of to the foot of South Eighth street Williamsburg. New rails will be laid nearly the whole length of the road, and a considerable amount of grading will be done to make the road first class in every respect. It is proposed to run a heavier and better class of passenger cars. In this connection, there is a rumor that the Flushing and North Side and the Central combination have also purchased the Long Island Railroad, of which Oliver Charlick is President, at private sale.

The earnings of the Philadelphia and Erie Railroad for the month of August, 1874, were \$349,518, the expenses \$230,135, and the net earnings \$119,383. In August, 1873, the earnings were \$334,586, the expenses \$318,453, and the net earnings \$16,132—showing an increase in earnings of \$14,932, with a decrease in expenses of \$88,318, making an increase in net earnings of \$103,250. For the eight months ending August 31, 1874, the net earnings have been \$548,040, against \$428,756 for the corresponding period of 1873—an increase of \$119,283.

Mr. W. W. Scranton has been appointed general manager of the Delaware, Lackawanna and Western Iron Company, to fill the position formerly held for twenty years by his father the late Mr. Joseph W. Scranton.

There is a report that the Delaware and Lackawanna Coal Company is negotiating for the purchase of the New York and Hempstead Railroad, and, if bought will complete it at once to Bay Ridge and build suitable docks there. Coal cars can then be ferried on barges across the bay, landed at Bay Ridge, and go from there to any point on Long Island which is reached by railroad. The completed portion of the road, from Valley Stream on the South Side road, to Hempstead, fifteen and one half miles, is to be sold under foreclosure of mortgage, in Hempstead, N. Y., October 28. The sale includes the franchises and charter of the company.

At a meeting of the directors of the Illinois Central R. R. Co., recently held in this city, to choose officers for the ensuing year, Mr. Wilson G. Hunt was chosen President, Mr. W. K. Ackerman, Treasurer; Mr. L. V. F. Randolph, Assistant Treasurer, and Mr. L. A. Catlin, Secretary. Mr. W. H. Osborn was chosen chairman of the Board of Directors, and Mr. James C. Clarke was appointed general manager, to reside at Chicago. The duties which have been performed at Chicago by the late President, Mr. John Newell, were by resolution imposed on Mr. John M. Douglas, formerly president of the company and for many years its leading legal counsel.

Messrs. McGrann & Fitzpatrick, of Lancaster, Penn., have been awarded the contract for the grading and masonry of the Delaware River Branch of the North Pennsylvania Railroad, from Jenkintown to Yardleyville. This is a portion of the new line from Philadelphia to New York, and together with the Delaware River and Bound Brook Railroad, forms a line about fifty miles in length. Work will be commenced on the above section immediately, and will afford employment to a great many laborers during the coming winter. The contractors above named have recently completed the East Broad Top Railroad.

The gross earnings of the Pittsburgh, Fort Wayne and Chicago Railway for the six months ending June 30, 1874, were \$4,474,158, the expenses \$2,684,826, and the net earnings \$1,789,332; for the six months ending June 30, 1873, the earnings were \$5,084,140, the expenses \$3,116,137, and the net earnings \$1,968,002, showing a decrease in earnings of \$609,982, in expenses of \$431,311, and in net earnings of \$178,670.

The organization of the Massillon and Coshocton Railway Company has been completed, the following officers being chosen: R. B. Dennis, President; F. C. Goff, Treasurer; W. L. Holden, Secretary, all of Cleveland. Of the \$30,000 of capital stock already taken, \$26,000 was represented and voted upon at the meeting for the election of Directors.

The Northern Colonization Railway is being rapidly pushed forward; it is mostly graded, in some parts quite ready for the rails, and will be, it is stated, in running order by this time next year over two-thirds if not the whole of its length. One of the large bridges over the fork of the Ottawa has its piers half up.

The Coast Railway Company, to build a narrow gauge railroad from Los Angeles to the coast, has been organized in Los Angeles.

Chesapeake and Ohio Railroad.

Messrs. Fisk & Hatch, financial agents of the Chesapeake and Ohio Railroad company have issued a supplement to their circular of August 1, 1874, in regard to the affairs of that company. It is replete with information, and holders of the securities of the company will do well to send for a copy of it. From the concluding paragraphs of the pamphlet we take the following:

"We earnestly invite the co-operation of all bondholders and creditors in re-establishing the credit of the company. It can be done, the former market value of the bonds can be restored, and every dollar saved to the creditors. To this result we are giving our time and our best energies, and we trust that all who have not yet acted in the matter will give us a helping hand by an immediate and favorable decision.

"The holders of about \$10,000,000, of the first mortgage bonds have already funded, or agreed to fund, their coupons; nearly all of the second mortgage have accepted the proposition; and over three quarters in amount of the creditors."

In this supplemental circular Messrs. Fisk & Hatch state that the length of the Chesapeake and Ohio Railroad, including main line and sidings, is 465 miles. Since January the earnings of the road from passengers has been \$297,874.98, and from freight \$700,703.97.

The Advertisement of Messrs. Fisk & Hatch will be found on another page of this week's issue.

A letter from Tucson, Arizona, dated September 5th, says: "Mr. J. C. Truman, of New York, arrived here this morning from Guaymas. Mr. Truman and D. B. Blair, of San Francisco (who is to arrive next week), are engaged in a preliminary survey for a railroad from Guaymas, Mexico, to some point on the Texas and Pacific Railroad in Arizona. This morning he said he was unable to give any definite information as yet concerning the proposed road. He is the agent of Eastern capitalists who will build the road provided the Mexican Government grants the desired permission."

The earnings of the Cleveland and Pittsburgh Railroad for the six months ending June 30 1874, were \$1,460,837, the expenses \$710,755, and the net earnings \$749,631; for the six months ending June 30, 1873, the earnings were \$1,790,470, the expenses \$951,833, and the net earnings \$838,637, showing a decrease in earnings of \$330,083, in expenses of \$241,077, and in net earnings of \$89,006.

Jesse R. Shaughan has been appointed chief engineer on the Wheeling and Lake Erie Railroad. Measures have been taken for the early completion of this road from Gilead Junction to Toledo, and from New Lexington to the Newark Junction—the line from New Lexington southward being in rapid process of construction.

D. W. C. Brown has been appointed General Manager of the Cincinnati, Sandusky and Cleveland Railroad, in the place of G. T. Benedict deceased.

The Bombay Hook Railroad has been sold to the American Dredging Co., of Philadelphia, for the sum of \$54,300. The sale was made by the Sheriff of Kent county.

The directors of the Nevada County Narrow Gauge Railroad Company have decided to proceed with the construction of the road.

Pacific Mail Steamship Company.

The committee appointed to examine into the affairs of the Pacific Mail Steamship Company have made the following report:

OFFICE OF THE PACIFIC MAIL STEAMSHIP CO., }
NEW YORK, Sept. 18, 1874. }

To Russell Sage, Esq., President, and the Directors of the Company:

GENTLEMEN: After a thorough examination of the books of the company, we find the result, as per statement annexed, of cash assets and liabilities, now presented to you.

ASSETS SEPT. 17, 1874.

Cash in bank	\$256,146 61
Loaned on call	100,000 00
At J. S. Morgan & Co.'s, London, £12,892 11s. 6d.	70,908 00
Insurance on City of Guatemala, which we have been notified will be paid to our London bankers when French Consul's certificate, now on the way, is received, 1- 000,000 francs	220,000 00
Subsidy due Oct. 1 from United States Government	125,000 00
Six thousand shares Pacific Mail, at 48	288,000 00
Total	\$1,060,054 61

LIABILITIES.

Due John Roach & Son on City of Tokio on application of steam, say Sept. 25—Oct. 1	\$150,000 00
After successful trial trip, showing 14½ knots per hour	150,000 00
Loan from Panama Rail- road Company, due Aug. 29, 1875	500,000 00
Bills payable— Sept. 1874	\$17,335 03
Oct. 1874	60,632 34
Nov. 1874	53,899 06
Dec. 1874	59,518 52
Jan. 1875	12,430 76
Feb. 1875	16,497 66
	220,313 37
Due in London, Feb. 15, 1875, on charter of British steamer Mika- do, £7,374 3s. 3d. ster- ling.	36,871 56
	1,057,184 93

Surplus of assets

—which could be realized by Oct. 1, 1874, over
total liabilities of every kind.

Additional Assets.

Due the company by Central American States up to June 1, 1874, for mail service	\$70,000 00
Due from Mexican government for mail service up to October 1, 1874..	65,000 00
Due from United States government, Alabama claims	20,600 00
	\$155,600 00

Due from Union Pacific R. R. Co. in
dispute,

(25 per cent of this sum is due to the
Panama Railroad when collected.)

Due from insurance companies on
steamship Guatemala, in litigation..

(Lost on Central American coast in
1872.)

Contingent Liability.

The city claims from the company for
taxes, now in litigation

The steamship City of Peking is entirely paid
for, and no other amount is due on the City of
Tokio except the \$300,000 stated in the list of
liabilities.

\$75,000 cash has been paid to John Roach &

Son on three new iron propellers now being built,
of about 3,700 tons each, to cost \$600,000 apiece,
to be finished in one year and to be paid for in
twenty-four monthly payments of \$75,000 each.

The committee further explicitly state that there
is no other obligation in the shape of loans, or
any other indebtedness, except what arises in the
regular course of the business of the Pacific Mail
Steamship Company, as shown by their books.

The amount of freight uncollected on cargoes
now afloat is, we believe, more than sufficient to
pay all unaudited accounts and debts of all agen-
cies of the company.

FREDK. L. TALCOTT, }
F. ALEXANDER, } Auditing Committee.
WM. H. GUION, }
By order of the Board.

☞ Baltimore City subscribed \$1,000,000 to
the Virginia Valley Railroad. Of this \$950,000
has been paid, and the balance, \$50,000, will be
paid on the 1st of October next.

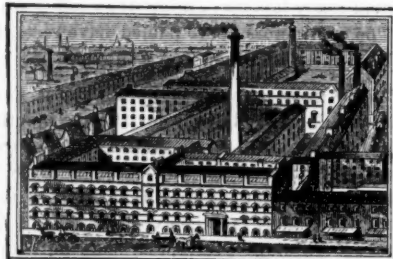
☞ The earnings of the Burlington, Cedar
Rapids and Minnesota railroad in August 1874,
were \$114,316 74, against \$108,100 13 in August,
1873, an increase of \$6,216 61.

☞ A company has been organized at Port-
land, Oregon, to construct a railroad from Winne-
muca to Columbia river, at the middle fork of
the Willamette. Capital stock \$7,500,000.

☞ Mr. Samuel Gill has been appointed Re-
ceiver of the Louisville, Cincinnati and Lexington
Short Line Railroad.

☞ Over three-quarters of the entire length
of the Boston and Albany railroad has been re-
aid with steel rails.

☞ The new street railroad which has been
projected in San Francisco is to be built on the
elevated single rail plan.



Manufactory of the Spencerian Pens, Birmingham,
England.

SWAN QUILL Action!**SPENCERIAN****STEEL PENS.**

These Pens are comprised in 15 numbers; of the Num-
ber ONE PEN alone we sold more than

5,000,000

in 1873.

and the sale is continually increasing.

They are of superior English make, and are justly cele-
brated for their elasticity, durability, and evenness of
point. For sale by the trade generally.

☞ To accommodate those who may wish to try
these Pens, we will send a Sample Card, containing
all of the 15 numbers by mail on receipt of 25 cents.

IVISON, BLAKEMAN, TAYLOR & CO.,

138 & 140 Grand Street, N. Y.

FOR SALE.

A SECOND HAND LOCOMOTIVE, IN NO. 1
working order, about 22 tons weight. Cylinder 13½
by 22 inches. Four driving wheels and trucks. Diameter
of drivers 5 ft. 6 in. Boiler in good order, with 96 copper
flues. For further information apply to

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Sup't Maryland and Delaware R. R.,
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of Wrought Iron, or combination of Wrought and Cast.

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ESTABLISHED IN 1836.

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**Lobdell Car Wheel Co.,
Wilmington, Del.****The American Wood Carbolizing Co.**

Is organized for the purpose of Creosoting Timber for
Docks, R. R. Ties, Fence-Posts, Pavements, and all other
uses where Timber is exposed to the action of water or air.
This Company also proposes to License R. R. Companies
and others who desire to erect their own apparatus.

Drawings and specifications of apparatus, either station-
ary or portable, will be furnished on application.

87,112 miles of Railroad in the United States use annually
over twenty-six million Ties for renewing those destroyed
by decay.

The preservation of wood from decay and the attacks of
marine worms, has been largely practiced in Europe for
thirty years; and with such success that the use of natural
wood is now the exception; and of all the various methods
that have been employed, that in which creosote oil was
used, has best endured the test of time.

This Company, benefiting by the thirty years' practical
experience in the use of creosote oil abroad, offer to the
public a system of application which is adapted to the
wants of our own country, in that green wood can be rapid-
ly and thoroughly treated, even better than dry, and the
application of the oil, in connection with the use of moder-
ate heat, be made more uniform and effective than is pos-
sible by any other means.

Experience has demonstrated that creosote or dead oil is
the only substance by which wood can be treated so as to
certainly resist the attacks of marine worms.

Creosoted wood exposed in Charleston Harbor was not
attacked by the teredo, while natural wood attached to it
was completely honey-combed.

It is confidently asserted that Railroad Ties creosoted
will outlast three sets of ordinary Ties, and that creosoted
Paving Blocks being beyond the reach of decay, will last
as long as stone, with all the advantages of an elastic road-
way, beauty and economy of construction.

The economy in the use of creosoted wood, where the
term of service is trebled, is measured by adding to the
wood used, the cost of the labor expended in construction,
and the loss of time spent in replacing the structure, when
either decay or attacks of marine worms destroy it.

The system of Seely and Pelton, employed by this
Company, has been fully examined and indorsed by Gen.
McClellan, Gen. Barnes, Gen. Babcock, Rob't Harris, C.
B. & Q. R. R., Prof. Silliman, Capt. Eads, Gen. Cram, Gen.
Humphreys, Gen. Meigs, Gen. Belknap, Prof. Chandler,
Gen. Gilmore, Gen. Newton, A. B. Mullet, C. H. Haswell!

It has been used by the U. S. Government upon the
Dykes of the St. Clair Flats, and upon Gun Platforms for
the fortifications on the Atlantic coast; upon pavements
in New York and Pittsburgh, by the Department of Docks
of the City of New York and the Board of Public Works
of the District of Columbia.

Detailed information can be obtained and specimens of
creosoted wood examined at the office of the Company

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M. Y. TILDEN,	RUSSELL SAGE,
LLOYD ASPINWALL,	H. A. TILDEN,
M. N. WISEWELL,	WM. F. DRAKE,
AUSTIN BALDWIN,	WM. ORTON,
W. T. PELTON,	F. E. WOODBRIDGE,
Vice-Prest.	President.

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CAST STEEL RAILS,**PATENT CAST STEEL RAILWAY TIRES,****WHEELS, AXLES, SPRINGS, CRANK PINS, &c.****BOILER PLATES,****ROLLER, DIE AND TOOL STEEL.****THOMAS PROSSER & SON,**

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LAP-WELDED IRON BOILER TUBES,**WELL TUBING.****Drills, Rimer-Countersinks, Expanders, &c,
STEEL WIRE AND WHALEBONE TUBE BRUSHES,
SPRING STEEL SCRAPERS,****GRIMSHAW'S PATENT****IMPROVED COMPRESSED-AIR****HAMMERS,****STAMPS, PRESSES, BLOWING ENGINES, &c.****THOMAS PROSSER & SON,****15 Gold Street, New York.****THE WHARTON****Safety Railroad Switch.****BOTH RAILS of the
main track absolutely
immovable, continuous
and unmutilated.**

This Switch provides perfect safety for both the main track and the side track, besides removing all switches from the main track as effectually as if there were no sidings on the whole line.

They have been in use on various important Railroads for over two years, and have repeatedly saved passenger trains from destruction, when running at high speed, (from 30 to 45 miles per hour,) at places where by accident the Switch had been left set for the siding.

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and all kinds of Iron Framing used in the construction of iron roof buildings.**DECK BEAMS, CHANNEL, ANGLE
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Patent Wrought Iron Columns.**Weldless Eye Bars,**

for top and bottom chords of bridges.

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Made to Order.

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MAKERS of the NEW TESTING MACHINE.**BALL'S PATENT TELESCOPE JACK.**

Hot and Cold Punched Nuts, Bolts, Log Screws and Washers.



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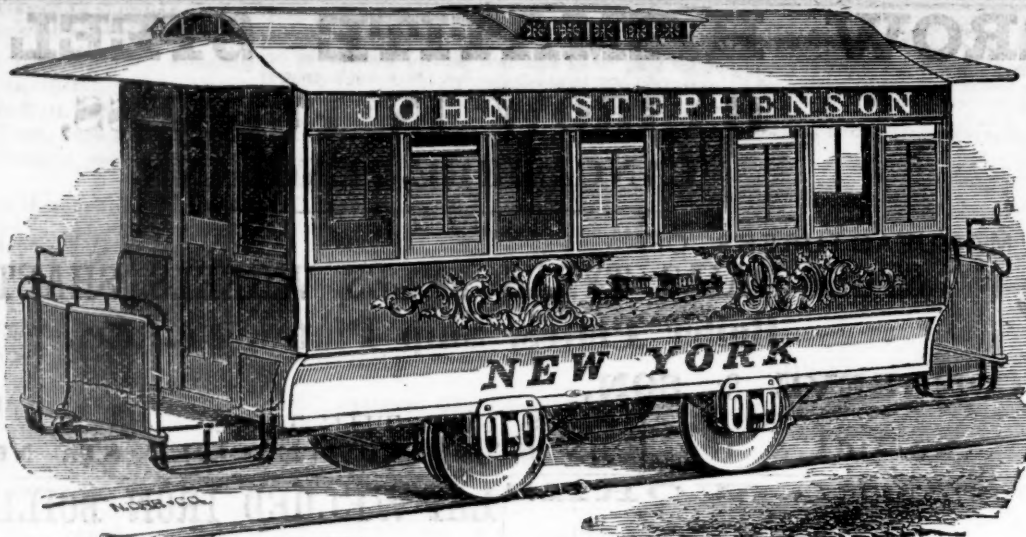
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**ELEGANT
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Light & Durable,

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WEIGHT****CARS**

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EVERY**STYLE AND****VARIETY**

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Its location, in the **PORT** of **NEW YORK**, is most favorable for shipments, and its **CARS**, **CONSTRUCTED** in **SECTIONS**, may be **ENTIRELY COMPLETED** before being packed for transportation.

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Cast and Swede Steel.**PHILADELPHIA,** (rear of Girard House.)

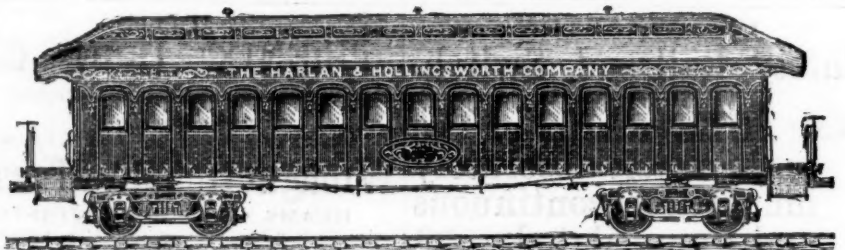
We will be happy to furnish a **SET OF SPRINGS** to such companies as may wish to try their **Durability** and **Elasticity**, by writing us the Length, Width, Curve over all, and the weight which they are to bear.

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THIS work is designed as a pocket companion, and embraces, in the most compact form, all the necessary tables for prosecuting railroad surveys. It is subdivided as follows:—

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MANUFACTURERS OF**VOLUTE****RUBBER CENTER SPIRAL,**

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ESTABLISHED IN 1852.

Billmeyer & Smalls,
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This old established firm continue to build all kinds of Freight Cars to order.

Narrow Gauge Cars

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PHILADELPHIA, PENN.**FURNISH CHILLED WHEELS** for Cars, Trucks, Tenders, CHILLED DRIVING WHEELS, FIRES for Locomotives, ROLLED and HAMMERED AXLES.**WHEELS and AXLES FITTED COMPL**

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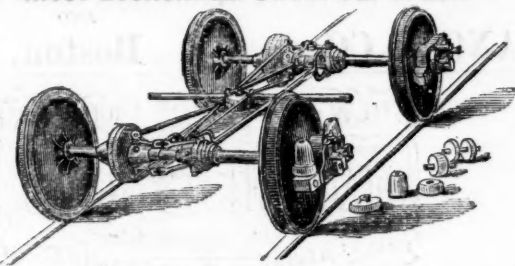
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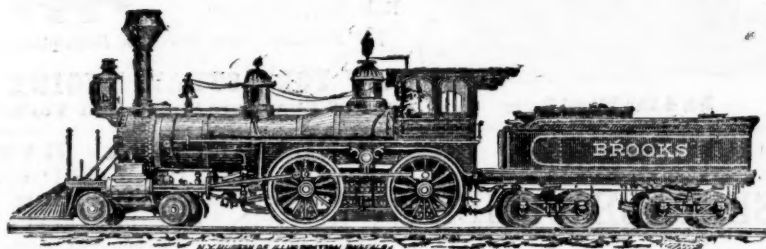
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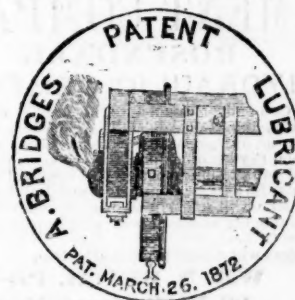
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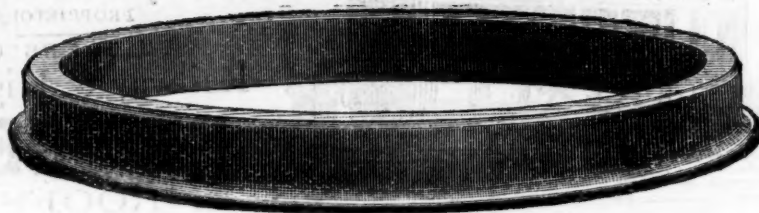
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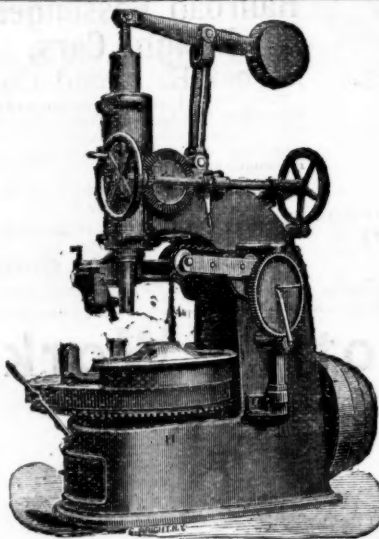
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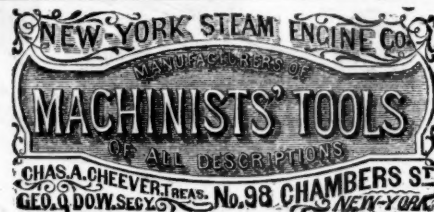
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